Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Torrance Regional Transit Center (RTC) project

Lead Agency: City of Torrance — Contact Person: Gregg D. Lodan, AICP

Mailing Address: 3031 Torrance Blvd — Phone: 310-618-5990

City: Torrance — Zip: 90503 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: Torrance

Cross Streets: Crenshaw Blvd/208th Street — Zip Code: 90503

Longitude/Latitude (degrees, minutes and seconds): 33 ° 50 ′ 31.9 ″ N / 118 ° 19 ′ 46.3 ″ W — Total Acres: 15.06

Assessor's Parcel No.: 7352-002-909, 7352-002-910 — Section: ____ Twp.: ____ Range: ____ Base: ____

Within 2 Miles: State Hwy #: I-405 — Waterways: ____

Airports: ____ — Railways: AT & SF RY Co. — Schools: TUSD, Ambassador Hi.

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☒ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ Other: ____

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☒ Site Plan
☐ Rezone ☐ Prezone ☒ Use Permit ☒ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other: ____

Development Type:

☐ Residential: Units ____ Acres ____
☒ Office: Sq.ft. 14,700 Acres ____ Employees ____
☒ Commercial: Sq.ft. 3,100 Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☒ Transportation: Type Regional Transit Center
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☐ Aesthetic/Visual
☐ Agricultural Land
☒ Air Quality
☐ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☐ Geologic/Seismic
☐ Minerals
☒ Noise
☐ Population/Housing Balance
☒ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☐ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☐ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☐ Growth Inducement
☒ Land Use
☐ Cumulative Effects
☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

Vacant former industrial Site/M-2 (Heavy Manufacturing District) Zone/Heavy Manufacturing General Plan Designation

Project Description: *(please use a separate page if necessary)*

The RTC project consists of construction and operation of an approximately 17,800 sf regional transit center facility, of which approximately 3,100 sf would be allocated to ancillary transit oriented food and commercial services. The project also involves a conditional use permit for food and commercial services in the M-2 zone and the subdivision of two existing parcels into four parcels on an existing 15.06 acre site located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910). A Mitigated Negative Declaration has been prepared pursuant to CEQA Guideline Section 15074.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
X	Caltrans District #7	____	Public Utilities Commission
____	Caltrans Division of Acronautics	X	Regional WQCB #4
____	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
X	Fish & Game Region #5	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other: _____
____	Housing & Community Development	____	Other: _____
____	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date December 2nd, 2014 Ending Date January 2nd, 2015

Lead Agency (Complete if applicable):

Consulting Firm: _____ Applicant: _____
Address: _____ Address: _____
City/State/Zip: _____ City/State/Zip: _____
Contact: _____ Phone: _____
Phone: _____

Signature of Lead Agency Representative: _____ **Date:** 11/26/14

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Draft Initial Study Checklist for the City of Torrance Regional Transit Center project 465 Crenshaw Blvd. Torrance CA 90503 (APNs 7352-002-909 & 7352-002-910)

Prepared for

City of Torrance
Public Works Department
20500 Madrona Avenue
Torrance, CA 90503
Attention: Ted Semaan, Engineering Manager

Prepared by

City of Torrance
Community Development Department
3031 Torrance Boulevard
Torrance, CA 90503
Gregg D. Lodan, AICP, Planning & Environmental Manager
T: (310) 618-5990 F: (310) 618-5829

Published

December 1st, 2014

Executive Summary

The Regional Transit Center (RTC) project consists of construction and operation of an approximately 17,800 sf RTC facility, of which approximately 3,100 sf would be allocated to ancillary transit oriented commercial services, on property located at 465 Crenshaw Boulevard. The project also involves the subdivision of two existing parcels (APNs 7352-002-909 and 7352-002-910) into four parcels on an existing 15.06 acre site bounded by Crenshaw Boulevard to the east, an industrial property to the north and existing railroad infrastructure along the west/south sides.

The project site has been previously disturbed, having been developed with an Industrial facility since the 1950s. Demolition of prior improvements was completed in 2000 and the site has been vacant ever since. In 2009, the City of Torrance acquired the site.

Based on the environmental checklist prepared for the proposed project (included in Section 3), the proposed project would have no impact or less than significant impact with the incorporation of mitigation in all of the environmental areas. A mitigation measure of key importance is BIO-1, related to the establishment of a Southern Tarplant Habitat Restoration plan in approximately 2 acres of the westerly quadrant of the site. A second element of key importance is related to Air Quality and Climate Change as implementation of the proposed project actually achieves significant reductions in Greenhouse Gas Emissions via vehicle trip-reductions resulting from the operation of the RTC.

According to the California Environmental Quality Act (CEQA) Guidelines, it is appropriate to prepare an Initial Study (IS) leading to a Mitigated Negative Declaration (MND) for the proposed project because only local funding sources will be used for the project.

Purpose of the Initial Study

The purpose of this IS is to (1) describe the proposed RTC project with ancillary food/retail service amenities (hereinafter referred to as the "project") and (2) complete an evaluation of potential environmental effects associated with the project's construction and operation. This IS has been prepared pursuant to CEQA, as amended (*Public Resources Code* §21000 et seq.) and in accordance with the State CEQA Guidelines (*California Code of Regula*tions, Title 14, §15000 et seq.).

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Torrance is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. The City of Torrance, as the Lead Agency, has the authority for project approval and certification of the accompanying environmental documentation. Permits will also be required from the Regional Water Quality Control Board.

Project Approval

This IS and proposed MND have been submitted to the State Clearinghouse for distribution to potentially affected agencies and individuals. Notices of the Availability of the IS and the proposed MND for review and comment have been filed with the Los Angeles County Recorder's office, posted at the project site and mailed to property owners within a 500-foot radius of property lines. Physical copies of the IS and the proposed MND for review and

comment are available at the City of Torrance City Clerk's office and Community Development Department. The IS and the proposed MND is also available at the City of Torrance Community Development Department Web-page (www.torranceca.gov/111.htm) for review.

A 30-day public review period has been established for the IS and the proposed MND. The review period has been established in accordance with Section 15073 of the State CEQA Guidelines. During review of the IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project area can be avoided or mitigated. Comments on the IS and the analysis contained herein may be sent to:

Mr. Gregg D. Lodan, AICP
City of Torrance Community Development Department (310-618-5990)
3031 Torrance Boulevard Torrance CA 90503

The Torrance Planning Commission will consider this IS and proposed MND at its meeting of January 7th, 2015, along with corresponding discretionary entitlements of:

- a Conditional Use Permit to allow the incidental RTC food and service uses; and
- a Division of Lot to allow the subdivision of two existing parcels into four parcels.

Organization of the Initial Study

The IS is organized into the following sections, as described below.

- ***Section 1: Introduction.*** This section provides information on the project site, project background and prior forms of environmental analysis.
- ***Section 2: Project Description.*** This section provides a description of the proposed project and necessary discretionary approvals.
- ***Section 3: Environmental Setting/Checklist.*** This section provides a brief description of the project location and describes the existing environmental setting of the project site and vicinity. The completed City of Torrance environmental checklist form provides an overview of the potential impacts that may or may not result from project implementation. The environmental checklist form also includes "mandatory findings of significance", as required by CEQA.
- ***Section 4: References.*** The references section includes a list of all references used in the preparation of this IS/MND.
- ***Section 5:*** **Preparers.** This section lists the Initial Study checklist preparers.

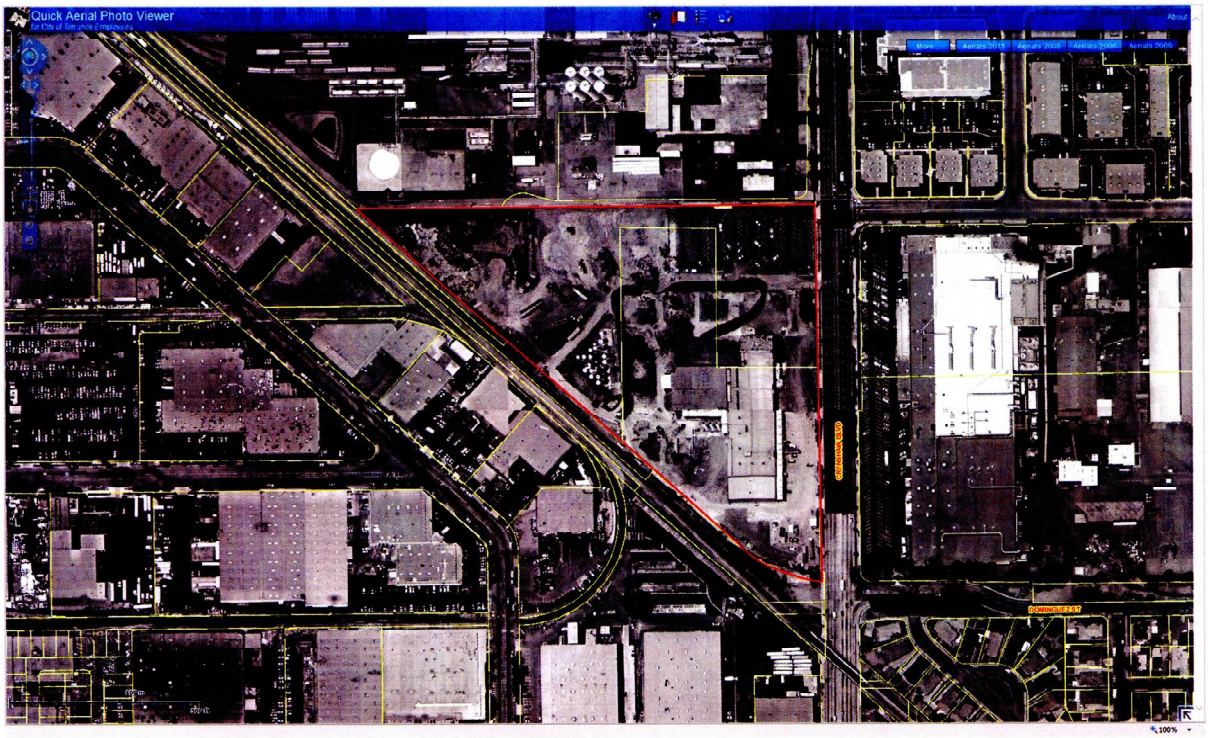
PROJECT INTRODUCTION

Project Site and History

The 15.06 acre site is bounded by Crenshaw Boulevard to the east, an industrial property to the north and existing railroad infrastructure along the west/south sides. The site has been previously disturbed having been home to an industrial manufacturing facility (PPG Industries,

Inc. Coatings and Resins Group Facility) for the second half of the 20th century. Prior site improvements were demolished approximately 14 years ago and the site has remained vacant since. The aerial image below (Torrance circa 2000), shows the site as demolition activity had commenced along the western portion of the site, while some of the structures and parking areas still existed along the eastside.

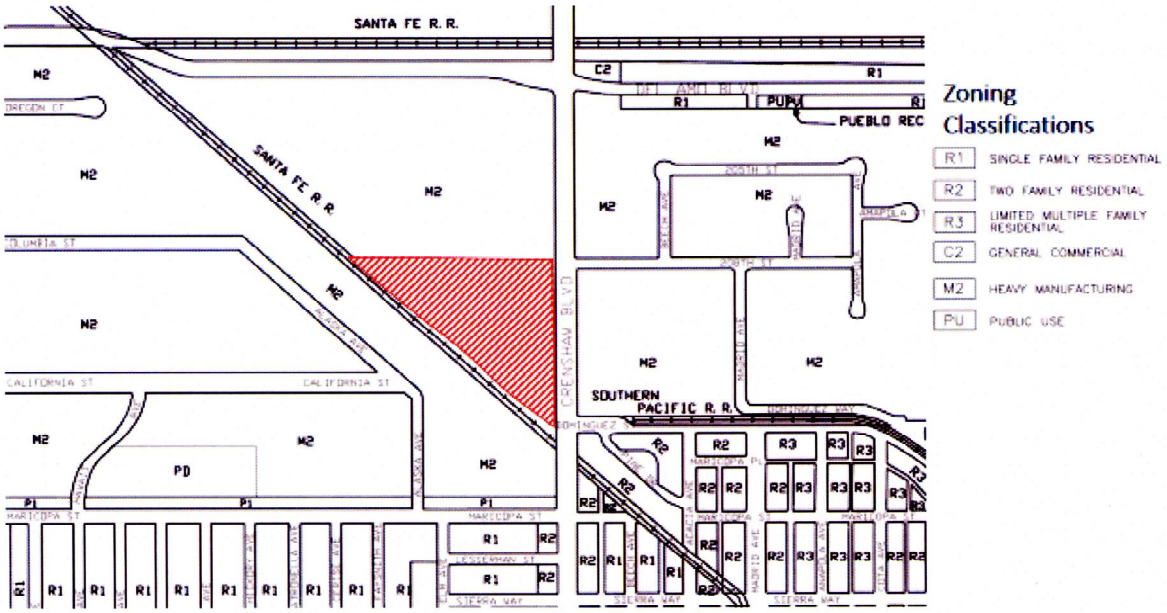
City of Torrance GIS Aerials (2000)



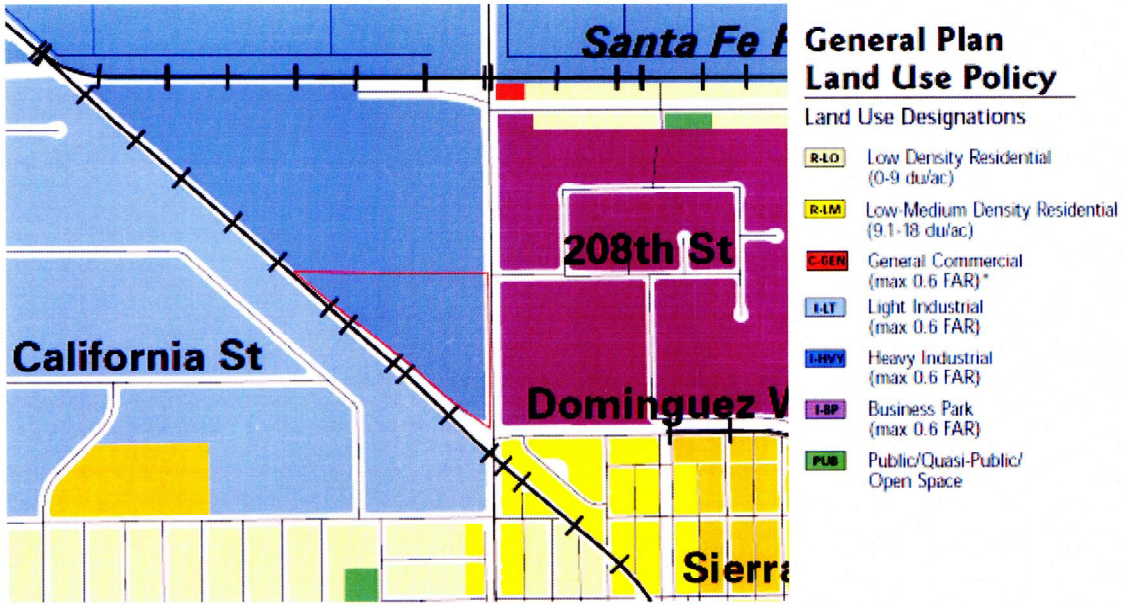
Shortly after the prior improvements were demolished (circa 2000), site remediation efforts commenced under the supervision of the Los Angeles Regional Water Quality Control Board (LARWQCB) and the California Department of Toxic Substances Control (DTSC). The LARWQCB issued a "No Further Action" (NFA) letter for the Subject Property in 2008. The NFA letter indicated that no further action was required for the petroleum releases and requested the owner at the time, PPG Industries, Inc., to properly abandon all monitoring wells related to the petroleum release investigation. PPG Industries, Inc., abandoned all wells related to the investigation and submitted a well abandonment report to the LARWQCB in 2009.

With respect to the site-wide investigation that has been conducted under the oversight of the DTSC, PPG Industries, Inc. completed the remedial actions, risk assessment and reporting requirements stipulated by the DTSC. The DTSC in turn reviewed all the documents and reports received from PPG Industries, Inc. and issued an NFA letter in 2010. A restriction included in the DTSC's NFA letter, which was ultimately recorded on the property's title, prohibiting residential, hospital, school, daycare uses and water wells from being developed on the site.

The site is Zoned M-2 (Heavy Manufacturing District) and has a Land Use General Plan Designation of Heavy Industrial, which allows a maximum Floor Area Ratio of 0.60 of building square footage. The M-2 Zone is listed by the Torrance General Plan (2010) to be an implementing zone of the Heavy Industrial land use designation.



The RTC project site is surrounded by properties developed with Heavy Industrial uses to the north, south, west and the majority of the east. A small portion, along the southeast corner of Crenshaw Blvd. and Dominguez St., is developed with a mixture of single-family and two-family residential.



Project Background

Torrance borders the cities of the Palos Verdes Peninsula and five other smaller communities. Many of these cities' residents or professionals drive through Torrance to reach their destinations. Unlike most other cities, regional shopping, entertainment, and employment centers in Torrance are not located directly near freeways. Commuters and visitors to the City must travel on surface streets to reach their destinations resulting in a high travel demand placed on the local street network. These unique characteristics of the City's land use and circulation systems are important considerations in the development of long-range plans for movement of people and goods. Torrance is a mature city, with land use patterns and the roadway system well established. Creative solutions, technology, right-of-way development, and cooperation with adjacent cities are keys to addressing circulation issues and managing growth.

The Los Angeles Metro light rail system extends into the South Bay via the Green Line, with the nearest station located at Marine Avenue in Redondo Beach. Torrance Transit provides service to several Green Line stations, as well as the Artesia Blue Line station.

The City has been exploring opportunities to establish a RTC in Torrance for some time, with options focused on a central location that will serve as a hub for many regional bus lines. This RTC is envisioned to be used by multiple agencies, including Metro, Gardena Transit, MAX (Municipal Area Express) and Beach Cities Transit.

Prior Environmental Analysis

The Torrance General Plan (2010) identified the objective of expanding and optimizing local and regional transit systems. (Objective CI.7). The General Plan includes Policy CI.7.4, which is the establishment of a transit center within the City. The General Plan identified this project site as being an ideal location for a multi-modal transit station in the future. The General Plan states that a transit center at this location would serve as a hub for bus routes and shuttle services, park and ride facility, and could potentially serve as a light rail station should the Green Line light rail line be extended through the City. The Los Angeles Metro light rail system extends into the South Bay via the Green Line, with the nearest station located at Marine Avenue in Redondo Beach. Torrance Transit provides service to several Green Line stations, as well as the Artesia Blue Line station.

The General Plan EIR was certified by the City Council on April 6th, 2010. The City Council adopted a Statement of Overriding Considerations (SOC) due Significant and Unavoidable Impacts related to Air Quality and Noise impacts associated with the build out of the General Plan. For this particular site, a "build-out" of up to 0.60 floor area ratio (FAR) was analyzed in General Plan EIR. The RTC project proposes an FAR of 0.027 for the entire site, well below what was assumed in the General Plan EIR.

The SOC resolution referenced that one of the General Plan's objectives was "[t]o encourage alternative modes of transportation, such as walking, bicycling and transit." As is described within the IS, implementation of the proposed project will achieve an additional objective of the Torrance General Plan 2010 – reduction of greenhouse gas emissions. The project would

reduce greenhouse gas emissions by 16.38 metric tons of carbon dioxide equivalent (MTCO2E) per year from reductions in vehicle trips.

In addition, a major goal and theme of the Torrance General Plan (2010) was to promote and facilitate travel by alternative modes of transportation such as public transit, walking and bicycling. The General Plan (2010) included several Policy statements that were specifically focused on the need for the establishment of a central Regional Transit center in order to maximize regional mass transit utilization. Central to that objective is the need for connectivity amongst various Transit entities, convenience for pedestrian/bicycle usage in order to reduce single vehicle trips and adjacency to rail infrastructure to accommodate the potential for future light rail service. The following is a partial list of such Policy Statements:

- **Policy CI.3.4:** Encourage the use of regional rail, buses, bicycling, carpools, and vanpools for work trips to relieve regional traffic congestion.
- **Policy CI.7.2:** Coordinate transit planning with regional and county planning agencies to maximize local and regional services.
- **Policy CI.7.3:** Support and encourage the use of public transit for local trips, trips to major employment and commercial centers, and connections to regional transportation transfer points.
- **Policy CI.7.4:** Establish a transit center in the City.

Proposed Project

The proposed project evaluated in this Initial Study is described below.

Project Description

The City of Torrance proposes improvements to the currently vacant 15.06 acre site located formerly industrial site bounded by Crenshaw Boulevard to the east, an industrial property to the north and existing railroad infrastructure along the west and south sides. The City proposes to construct and operate an approximate 17,800 sf RTC facility, of which 3,100 sf will be allocated to ancillary transit oriented food and commercial services uses which require a Conditional Use Permit. The project also involves subdivision of two existing parcels (7352-002-909 and 7352-002-910) into four parcels. The RTC will be constructed on 6.95 acres of the total site. With exception of the proposed Southern Tarplant Habitat Preserve restoration on approximately 2 acres, no development has been identified for the remainder of the site. Out of the 15.06 acres, the RTC will consist of 6.95 acres, 0.8 acres will be public roadway or shared roadway dedication, the Tarplant Habitat Reservation area will consist of approximately 2 acres, and approximately 5.3 acres will remain undeveloped. The project also includes development of a west-bound extension of 208th Street into a cul-de-sac approximately 750 from Crenshaw Blvd, widening and upgrades to the intersection via previously acquired right-of-way; constructing dedicated right- and left-turn pockets; restriping, and re-signalizing. Utility relocation would also be required. Run-off from the parking lot will be diverted to landscaped areas and surface detention basins then discharged via parkway drain to the proposed 208th Street extension. A new 30-inch storm drain line is proposed to collect expected increased stormwater flow from the RTC project site and convey it via an existing 14-inch storm drain line located at the southeast area of the site to the existing Los Angeles County 72-inch storm drain line in Crenshaw Boulevard, at Dominguez Street. Sufficient Capacity exists in the County line to accept a 10-year storm event via the existing 14-inch line. The inclusion of a 3900 cubic foot on-site subsurface detention system, will retain the difference between a 10 year and a 50-year storm event and will drain within 72 hours via either infiltration, usage in landscape irrigation or low

flow device.

The proposed project is located in the City of Torrance in Los Angeles County. The City of Torrance has received Measure R funding from the Los Angeles County Metropolitan Transportation Authority (Metro) in order to provide improvements to this City-owned site. No funding is being provided by any State or Federal agency. Although the Torrance General Plan (2010) and the accompanying EIR generally identified this site as an appropriate RTC, the EIR did not consider the site-specific impacts of the proposed development. Therefore, the purpose of this study is to discuss the potential environmental impacts associated with this specific project; therefore, the City is the lead agency for this project. The project improvements are planned to commence in year 2015 and completed in year 2016.

Summary of Proposed Environmental Impacts

As provided in the IS checklist, the project would result in either no impact determination or less than significant impact in the following environmental analysis areas:

- aesthetics, agriculture and forestry resources, air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems.

The project results in less than significant impacts with Mitigation Measure incorporation with respect to the environmental analysis areas:

- biological resources, cultural resources, hazards and hazardous materials, transportation/traffic, mandatory findings of significance.

With the incorporation of mitigation measures, would not degrade the quality of natural environment, and would not result in cumulative impacts in consideration with other projects. The project does not result in environmental effects on human beings either directly or indirectly.

This Initial Study incorporates information contained in the in the approved City of Torrance General Plan (2010) and General Plan EIR (2009).

ENVIRONMENTAL SETTING

The City of Torrance was founded in 1912 and incorporated in 1921 with a population of 1,649. According to the US Census 2012 ACS Estimate, the City of Torrance has a population of 147,036. It is the eighth largest city in Los Angeles County and mostly contains middle to middle-upper class households. According to the City General Plan (2010) Torrance is a stable family-oriented community, with two-thirds of all households classified as families. The city is considered built out, and there is a limited potential for residential development. The city is strategically located near two airports and a harbor and has access to two regional freeways: Interstate (I) 405 and I-110.

Project Location

The study area is located to the southwest of the intersection of Crenshaw Boulevard and 208th Street, in a highly urbanized, highly industrialized developed, Zoned and General Planned portion of Torrance. Heavy Industrial uses exist to the north, south, west and the majority of the

east, with a small area to the southeast being developed with residential uses across Crenshaw Blvd. The project site is comprised of two Assessor Parcels (7352-002-909 and 7352-002-910), located at 465 Crenshaw Boulevard.

Google Maps (Nov. 2014)

Crenshaw Boulevard is a main transportation corridor in western Los Angeles County, connecting "Hill" Cities located on the Palos Verdes Peninsula to the (I) 405, located in North Torrance, and continues northward through cities such as Gardena, Inglewood until its terminus in the Wilshire area, west of downtown Los Angeles.

City of Torrance, Community Development Department
3031 Torrance Blvd., Torrance, CA 90503 (310) 618-5990
Jeffery W. Gibson, Director

Environmental Checklist Form

1.	**Project Title:**	Torrance Regional Transit Center (RTC) Project (CUP13-00032, DIV13-00011, EAS13-00002)
2.	**Lead Agency Name and Address:**	City of Torrance 3031 Torrance Boulevard Torrance, CA 90503
3.	**Contact Person and Phone Number:**	Gregg Lodan, AICP, Planning Manager (310) 618-5990
4.	**Project Location:**	465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910)
5.	**Project Sponsor's Name & Address:**	City of Torrance, Public Works Department 20500 Madrona Avenue Torrance, CA 90503
6.	**General Plan Designation:**	I-HVY: Heavy Industrial Designation
7.	**Zoning:**	M2: Heavy Manufacturing District
8.	**Description of the Project:**	The RTC project consists of construction and operation of an approximately 17,800 sf regional transit center facility, of which approximately 3,100 sf would be allocated to ancillary transit oriented food and commercial services. The project also involves a conditional use permit for food and commercial services in the M-2 zone and the subdivision of two existing parcels into four parcels on an existing 15.06 acre site located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910).
	Surrounding Land uses and Setting:	The RTC project site is surrounded by properties developed with Industrial uses to the north, south, west and the majority of the east. A small portion, along the southeast corner of Crenshaw Blvd. and Dominguez St., is developed with a mixture of single-family and two-family residential.
	Other public agencies whose approval is required:	Agency approvals/permits will be required from RWQCB.

ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☐ Hydrology & Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population & Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Field Inspections and Assessment By:

Danny Santana, Senior Planning Associate — November 26th, 2014 (Date)

CONCUR:

Gregg D. Lodan, AICP, Planning Manager
Secretary to the Planning Commission — November 26th, 2014 (Date)

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
1. AESTHETICS. Would the project:					
(a) Have a substantial adverse effect on a scenic vista?	1.	☐	☐	☐	☒
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1.	☐	☐	☐	☒
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1, 10.	☐	☐	☒	☐
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	9, 10.	☐	☐	☒	☐

According to the Community Resources Element of the City of Torrance General Plan (2010), views of the San Gabriel Mountains and Pacific Ocean are considered scenic. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. The RTC project site is not located on a hillside and is within a highly developed urban area. No scenic views in the vicinity of the RTC project site would be adversely affected. Therefore, no impacts to scenic vistas would occur and no mitigation measures would be required.

The RTC project site is not located near any state scenic highway. No rock outcroppings or historic buildings would be removed from the RTC project site. A very small number of trees located on the RTC project site would be removed during construction. The Community Resources Element of the City of Torrance General Plan (2010) identifies an "urban forest" of numerous mature, specimen trees lining streets within the City that enhance the City's aesthetic quality. To protect these trees, the General Plan identifies special designated areas for street trees; however, the RTC project site is not located on or near any street designated as a special area for street trees (Figure CR-6, Special Designated Areas for Street Trees, of the City of Torrance General Plan). Therefore, no scenic resources within a scenic highway or special designated area for street trees would be damaged. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.

The RTC project site is a currently vacant parcel located within a heavily developed urban environment. The RTC project site is bounded by Crenshaw Boulevard to the east and existing railroad infrastructure along the west/south sides. The RTC project site is surrounded by properties developed with Industrial uses to the north, south, west and the majority of the east. It should be noted that a small portion across Crenshaw Blvd, along the southeast corner of Crenshaw Blvd. and Dominguez St., is developed with a mixture of single-family and two-family residential homes. Implementation of the RTC project would result in the addition of new, visible on-site structures (i.e., an approximately 32-foot-high transit center facility and an approximate 14-foot-high bus terminal canopy), as well as some visible on-site improvements (i.e., site signage and way-finding signage). Also, a very small number of trees would be removed from the RTC project site. Although the currently undeveloped RTC project site would be developed with new structures that would be visible from nearby industrial properties and residential homes, the new on-site structures would be consistent with the existing visual character of the surrounding area, which is a heavily developed industrial area. It should also be noted that many existing views of the RTC project site from the nearby residential homes are partially blocked by existing railroad bridge the exists over Crenshaw Blvd, south of Dominguez St., and the existing landscape parkway along the south side of Dominguez St. and the landscaping that exists along the north side of Dominguez St. Lastly, new project related landscaping will improve the aesthetics of the RTC project site. Therefore, impacts to the visual character and quality of the site and its surroundings would be considered less than significant. No mitigation measures would be required.

Implementation of the RTC project would contribute minimal additional lighting within the project vicinity. The RTC project site would include additional lighting. However, the RTC project site is located within an urban area that presently generates a variety of light sources (e.g., building and pole-mounted outdoor security lighting associated with the surrounding industrial uses, existing street along Crenshaw Blvd., lights associated with the Railroad overpass, etc.). Additionally, lighting at the RTC project site would be cast downward so as not to illuminate beyond the project boundary and to avoid light from spilling over onto adjacent property. Therefore, impacts related to substantial light or glare would be considered less than significant. No mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	2.	☐	☐	☐	☒

Per the Farmland Mapping and Monitoring Program (2008), the RTC project site is located in an area designated as Urban and Built-Up Land. There are no agricultural resources or operations located at the RTC project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.

(b)	Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	2, 3.	☐	☐	☐	☒

The RTC project site is not located within an area that is designated as Williamson Act contract lands. Therefore, the RTC project would not conflict with any Williamson Act contract. The RTC project site is presently zoned as M2 (Heavy Manufacturing District) and not for agricultural uses. It must be noted that the RTC project site has been previously disturbed, developed with industrial uses for approximately 50 years, prior to being in its currently undeveloped state. Therefore, no impacts related to agricultural zoning conflicts would occur and no mitigation measures would be required.

(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	1, 3.	☐	☐	☐	☒

The RTC project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the RTC project site or in the immediate area. Therefore, no impacts to forest land zoning would occur and no mitigation measures would be required.

(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	1, 3.	☐	☐	☐	☒

The RTC project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the RTC project site or in the immediate area. Therefore, no impacts to forest land or conversion of forest land would occur and no mitigation measures would be required.

(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	1, 3.	☐	☐	☐	☒

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

There are no agricultural or forestry resources or operations located at the RTC project site. The RTC project would not introduce any changes that would result in conversion of farmland or forest land. As noted above, the RTC project site has been previously disturbed and is currently undeveloped. Therefore, no impact to farmlands or forest lands would occur and no mitigation measures would be required.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

(a) Conflict with or obstruct implementation of the applicable air quality plan? 4. ☐ ☐ ☒ ☐

South Coast Air Quality Management District

The RTC project will comply with all applicable state and federal rules presented in Section 4 of the Air Quality and Climate Change Assessment for the RTC project (Attachment 2). Off-road equipment operated during construction will also limit non-essential idling to 5-minutes or less, per California Air Resource Board's (CARB) In-Use Off-Road Diesel Idling Rule, effective June 15, 2008 (CARB 2008).

City of Torrance and County of Los Angeles

The City of Torrance 2010 General Plan Air Quality Element include goals and measures for the achievement of air quality standards, increased mixed use development, and increased energy efficiency and conservation (City of Torrance 2010). The RTC project's construction and operation emission estimates are below both South Coast Air Quality Management District's (SCAQMD) local and regional mass daily thresholds.

Similarly, the County of Los Angeles' Draft 2035 General Plan contains goals and policies aimed to reduce PM emissions during construction, reduce emissions from usage of volatile organic compound (VOC)-containing materials, and minimize health risks from toxic air contaminants (TAC) exposure (County of Los Angeles 2011). Because the RTC project will maintain compliance with SCAQMD Rule 403 Fugitive Dust, Rule 1113 Architectural Coatings, and Rule 1401 New Source Review of TACs, conformance with County goals will be achieved.

Therefore, impacts related to conflicts or obstruction of the applicable air quality plan would be less than significant. No mitigation measures would be required.

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? 4. ☐ ☐ ☒ ☐

The Clean Air Act (CAA) required 8-hour ozone non-attainment areas to prepare state implementation plan (SIP) revisions by June 2007, and required $PM_{2.5}$ non-attainment areas to submit by April 2008. As a result, the most recent air quality management plan (AQMP) for the South Coast Air Basin (SCAB), as approved by United States Environmental Protection Agency (USEPA) and incorporated into the SIP, focuses on ozone and $PM_{2.5}$ emissions and demonstrates that the National Ambient Air Quality Standards (NAAQS) can be attained even in the face of substantial future growth within the Basin (AQMP 2007).

Construction

Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and coating activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of on-site soils (fugitive dust). To determine if construction of the proposed project could result in a significant air quality impact, the Roadway Construction Emissions Model (RoadMod) and the California Emissions Estimator Model (CalEEMod) have been utilized. The results of the models are summarized in Table 11 (Maximum Daily Construction Emissions). Based on the results of the models, maximum daily emissions from the construction of the project will not result in excessive emissions of any criteria pollutant.

Table 11
Maximum Daily Construction Emissions (lbs/day)

Year	ROG	NO_X	CO	SO_2	PM^{10}	$PM^{2.5}$
2013	12.19	99.73	55.42	0.11	38.1	13.89
2014	31.14	32.74	24.16	0.05	2.94	2.74
Threshold	75	100	550	150	150	55
Exceeds?	No	No	No	No	No	No

Operation

Long-term criteria air pollutant emissions will result from the operation of the proposed project. Long-term emissions are categorized as area source emissions, energy demand emissions, and mobile emissions. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the project. Mobile emissions will result from automobile and other vehicle sources associated with daily trips to and from the project. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Trip generation is based on the project traffic study prepared by Linscott, Law and Greenspan Engineers. Trips associated with operation of the project include employee trips, vendor trips, and bus trips. Default trip lengths were used for employee and vendor trips. A trip length of 2.5 miles was used for bus trips to reflect the additional distance needed to travel to and from the transit center.

The model assumes that 80 percent of the trips will be CNG buses and that approximately 16 percent will be gasoline-electric hybrid bus trips, based on the anticipated Torrance Transit fleet mix. CalEEMod default emissions for urban buses (UBUS) were adjusted to reflect these operational characteristics. All idling emissions were adjusted to reflect the state five minute idling regulation. The EPA proposed running emissions rates for the MOVES2013 emissions model were utilized for NOX, CO, PM, and CH4.29 Carbon dioxide running emissions rates are based on the MOVES2010b model resulting in approximately a 22 percent reduction when compared to newer diesel-powered buses.30 CNG buses do not emit appreciable amounts of volatile organic compounds or sulfur oxides. Table 12 (CNG Bus Emissions Factors) summarizes the running emissions factors adjustments made in the model for applicable criteria pollutants.

Table 2212
CNG Bus Emissions Factors

Pollutant	Default Emissions Factor (g/hr)	Adjusted Emissions Factor (g/hr)
Summer		
CO	7.73	20.00
NO_X	14.09	2.20
PM^{10}	0.23	0.00178
$PM^{2.5}$	0.21	0.00169
Winter		
CO	7.66	20.00
NO_X	15.17	2.20
PM^{10}	0.23	0.00178
$PM^{2.5}$	0.21	0.00169

Gasoline-electric buses reduce all emissions when compared to a standard diesel buses due to the decreased reliance on the engine while the electric motor is running. Emissions factors were adjusted based on a study by the National Renewable Energy Laboratory (NREL) evaluating emissions reductions from hybrid buses operated by the Orange County Transportation Authority (OCTA).31 Table 13 (Hybrid Bus Emissions Factors) summarizes the running emissions factors adjustments made in the model.

Table 3343
Hybrid Bus Emissions Factors

Pollutant	Default Emissions Factor (g/hr)	Conversion Factor	Adjusted Emissions Factor (g/hr)
Summer			
CO	7.73	0.68	5.26
NO_X	14.09	0.71	10.06
PM^{10}	0.23	0.49	0.11
$PM^{2.5}$	0.21	0.49	0.10
Winter			
CO	7.66	0.68	5.21
NO_X	15.17	0.71	10.83
PM^{10}	0.23	0.49	0.11
$PM^{2.5}$	0.21	0.49	0.10

The project is a transit center designed to increase the use of buses in order to reduce automobile trips, resulting in proportional improvements to traffic congestion and decreases in criteria pollutant and greenhouse gas emissions. Based on the project traffic study, the transit center will convert approximately 1,100 automobile trips into transit trips. This analysis assumes all weekday trips are commuter trips and that 16.7 percent of weekend trips are commute trips per the CalEEMod default percentage for home to work trips. Assuming an average commute of 10.8 miles per trip based on CalEEMod default values, 3,090,288 annual vehicle miles will be eliminated as a result of the transit center. Corresponding emissions reductions have been credited to the project. Net criteria pollutant emissions are summarized in Table 14 (Operational Emissions). Based on the results of the model, the transit center will result in reduced emissions of all criteria pollutants except for oxides of nitrogen. NOX emissions will not exceed the SCAQMD threshold. Based on the results of the model, the transit center will result in reduced emissions of all criteria pollutants except for oxides of nitrogen. NO_X emissions will not exceed the SCAQMD threshold.

Table 14
Operational Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM^{10}	$PM^{2.5}$
Winter						
Area Sources	0.69	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.14	0.12	0.00	0.01	0.01
Mobile Sources	1.78	16.65	84.89	0.01	2.38	0.12
Solar Panels	0.00	0.00	0.00	0.00	0.00	0.00
Commute Reductions	-15.31	-5.29	-86.29	-0.18	-19.11	-5.00
Winter Total	*-12.82*	*11.50*	*-1.28*	*-0.17*	*-16.72*	*-4.87*
Summer						
Area Sources	0.69	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.14	0.12	0.00	0.01	0.01
Mobile Sources	1.67	16.04	82.16	0.01	2.38	0.12
Solar Panels	0.00	0.00	0.00	0.00	0.00	0.00
Commute Reductions	-15.37	-4.72	-90.04	-0.19	-19.11	-5.00
Summer Total	*-12.99*	*11.46*	*-7.76*	*-0.18*	*-16.72*	*-4.87*
Threshold	55	55	550	150	150	55
Exceeds?	No	No	No	No	No	No

As demonstrated in Tables 11 through 14 of the Air Quality and Climate Change Assessment for the RTC project (Attachment 2), emissions from the RTC project will not exceed the threshold for any criteria pollutant, including ozone and $PM_{2.5}$, and Toxic Air Containments. Therefore, the RTC project will not conflict with the 2012 AQMP's goal of ensuring regional compliance with the NAAQS. Impacts related to violation of, or substantial contribution to, an air quality standard would be less than significant. No mitigation measures would be required.

(c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?	4.	☐	☐	☒	☐

The RTC project would not exceed any available threshold of significance construction or operation. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is currently designated non-attainment. Therefore, impacts related to a cumulatively considerable net increase of criteria pollutants would be less than significant. No mitigation measures would be required.

(d)	Expose sensitive receptors to substantial pollutant concentrations?	4.	☐	☐	☒	☐

The RTC project would not exceed any available threshold for criteria pollutants or TAC emissions and therefore would not result in exposure of a sensitive receptor to substantial pollutant concentrations. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentration would be less than significant. No mitigation measures would be required.

(e)	Create objectionable odors affecting a substantial number of people?	4.	☐	☐	☒	☐

Construction

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement and diesel exhaust emissions. The objectionable odors that may be produced during the construction process are short term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short term nature and limited amounts of odor producing materials being utilized, a less than significant impact related to odors would occur during construction of the Proposed Project.

Operational

The RTC project does not propose land uses typically associated with emitting objectionable odors (i.e. wastewater treatment plants, chemical plants, composting operations, refineries, landfills, and dairies). The proposed project does not produce odors that would affect a substantial number of people considering that the proposed transit center will not result in the manufacturing of any products or conduct other heavy industrial operations. In addition, transit operators in the area have either already converted, or are in the process of converting to majority Hybrid-Electric or Compressed Natural Gas (CNG) bus fleets. The potential for odors associated with traditional fuel sources were not found to be significant and are likely to be reduced as fleet conversion are fully implemented within the region. The refuse areas are the rear of the proposed RTC building and fully enclosed within a structure. Due to the separation of the refuse enclosure from on-site employees and the distance to the nearest sensitive receptors, issues related to odors are not considered to be likely. Lastly, there will be no fueling infrastructure at the RTC project site. Therefore, impacts associated with odors would be less than significant. No mitigation measures would be required.

4. BIOLOGICAL RESOURCES. Would the project:

(a)	**Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**	**5.**	☐	☒	☐	☐

According to the Biology Resources Report (Attachment 4), the project could result in potential significant impacts to southern tarplant, silvery legless lizard, and Cooper's hawk. Impacts would be reduced to less than significant levels through the implementation of mitigation measures. No other special-status plant or animal species have the potential to occur within the project site due to lack of suitable habitat; inappropriate soil conditions; inappropriate elevations; existing disturbances; prevalence of non-native plant species; local and regional isolation of the site; highly urbanized areas completely surrounding the site; adjacency with existing developments; past and ongoing disturbances, including noise, lighting, illegal dumping, pedestrian use, off-highway vehicle use, and evidence of occasional flooding; and evidence of domestic dog use.

Southern Tarplant
An estimated 350 to 400 southern tarplant have been reported as occurring on the site (Cooper 2014a). This species is known from four other locations within five miles of the project site, including two populations that located within existing preserve lands at the Harbor Lake Regional Park and Madrona Marsh Nature Preserve. Southern tarplant is not federally or State listed as endangered or threatened, but is designated as a CRPR 1B.1 rare plant species by the CNPS. The species has been afforded an element ranking score of G3T2/S2, which categorizes the species on a global and state level as being imperiled; at high risk of extinction due to very restricted range; associated with very few populations (often 20 or fewer); experiencing steep declines; or other factors. The ranking score reflects a combination of rarity, threat, and trend factors, with weighting being heavier on rarity than the other two factors. The project is expected to result in direct impacts to the majority of the estimated 350 to 400 southern tarplant individuals on the site. These impacts would be considered significant.

A southern tarplant mitigation plan has been prepared by the City to fully compensate impacts to the species (Attachment G). The plan proposes to establish an approximately 2.0-acre preserve for the southern tarplant in the western portions of the project site (Figure 12). Implementation of the plan will result in the enhancement of the 2.0-acre area by establishing appropriate grades to promote seasonal ponding and seeding the area with southern tarplant collected on the site prior to development. The preserve will be managed to protect its resources in perpetuity. The proposed mitigation will ensure the long-term survival of the species at the site and enhance the function of the seasonal pool already present onsite, which may then be used in the future by a variety of vernal pool, wetland and open-country species in the region.

Implementation of mitigation measure BIO-1 below would ensure that the tarplant mitigation plan for the project is adopted by the City for successful implementation and that tarplant impacts from the project are fully compensated through on-site relocation and preservation actions. Mitigation measures BIO-4 through BIO-7 would ensure that potential indirect impacts to preservation areas targeted for tarplant mitigation are avoided and minimized during construction activities. With the implementation of mitigation measure BIO-1 and BIO-4 through BIO-7, impacts to southern tarplant would be reduced to less than significant levels.

Silvery Legless Lizard
Silvery legless lizard is not federally or state listed as endangered or threatened, but is designated as a California species of special concern. It has a an element ranking score of G3G4T3T4Q S3, which categorizes the species on a global and state level as being vulnerable to apparently secure; uncommon but not rare; some cause for long-term concern due to declines or other factors; and at a moderate risk of extinction due to restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors. This species is relatively common and highly localized within urban Los Angeles County. Scattered sightings of legless lizard have been made in the Torrance/South Bay region, indicating they can persist where soil conditions are suitable in areas with high sand content and no recent major soil disturbance (Cooper 2014a).

Silvery legless lizard has not been observed on the project site based on survey findings to date, although environmental conditions have not been optimal for detection. If present at the site, this species would likely only be present in very low numbers due to site's history of disturbance, small size, geographic isolation, and lack of high quality habitat. In the unlikely event that high numbers of the species occur, impacts could be considered potentially significant.

Implementation of mitigation measure BIO-2 would ensure that pre-work surveys and relocation efforts are employed prior to project construction to avoid and minimize impacts to the species. Mitigation measures BIO-4 through BIO-7 would further ensure that potential indirect impacts to preservation areas targeted for lizard relocation are avoided and minimized during construction activities. With the implementation of mitigation measure BIO-2 and BIO-4 through BIO-7, impacts to silvery legless lizard would be reduced to less than significant levels.

Cooper's Hawk
Cooper's hawk is not federally or state listed as endangered or threatened. It was recently demoted to a watch list species, having previously been designated a California species of special concern. The species frequents urbanized areas in the region where suitable woodland habitat occurs for nesting.

Cooper's hawk reported as being observed during a survey of the site on April 7, 2014 (Cooper 2014a). No active or inactive nests belonging to any raptor species have been observed on the site during surveys to date. Cooper's hawk has the potential to forage over the site, but would not be expected to nest due to the lack of suitable trees. In the unlikely event that Cooper's hawk is found nesting on the site during project construction, impacts would be considered significant.

Implementation of mitigation measure BIO-3 below would ensure that nesting Cooper's hawks are not impacted by the project. With the implementation of mitigation measure BIO-3, impacts would be reduced to less than significant levels.

Nesting Birds
The project site contains trees, shrubs, and other vegetation that provide suitable nesting habitat for common birds, including

raptors, protected under the MBTA and CFG Code. Construction of the proposed project could result in the removal or trimming of trees and other vegetation during the general bird nesting season (January 15 through September 15) and, therefore, could result in impacts to nesting birds in violation of the MBTA and CFG Code. Direct impacts could occur as a result of removal of vegetation supporting an active nest. Impacts would be considered significant.
Implementation of mitigation measure BIO-3 below would ensure that nesting Cooper's hawks are not impacted by the project. With the implementation of mitigation measure BIO-3, impacts would be reduced to less than significant levels.

Implementation of mitigation measure BIO-3 below would reduce potentially significant impacts on nesting birds and raptors to less than significant levels.

Mitigation Measures

BIO-1 **Southern Tarplant Mitigation and Open Space Preserve.** The City shall compensate for the loss of southern tarplant and associated habitat through onsite restoration, creation, and preservation. A total of 2.0 acres in the northwestern portion of the site shall be designated as open space preserve and placed within a protective easement for conservation purposes, such as a restrictive covenant or conservation easement. Signage and fencing shall be provided at perimeter locations. Fencing design shall be developed to promote safety of life and property, prevent unauthorized access by pedestrians and vehicles into sensitive areas, and allow limited passage for wildlife species in the local area.

The City or successors and assigns shall fund the long-term management of the open space, which shall include implementation of area specific management directives for maintenance and biological monitoring. At a minimum, maintenance directives shall include trash removal, treatment of non-native invasive and exotic plants, maintenance of operation BMPs, and fencing and signage upkeep. At a minimum, biological monitoring directives shall include periodic botanical surveys, including botanical inventory and vegetation community assessment; general wildlife surveys; inspections for non-native invasive and exotic plants; inspections for pest and nuisance wildlife species; and reporting. Biological monitoring directives shall be performed by a qualified biologist.

BIO-2 **Silvery Legless Lizard Avoidance.** The City shall retain a qualified biologist to perform a pre-construction survey and relocation efforts for the slivery legless lizard. The survey shall be completed within 30 days of construction activities and during the appropriate times when the species is active and above ground. Individuals shall be relocated within the Open Space Preserve area established through the implementation of mitigation measure BIO-1 or an appropriate off-site location. Appropriate exclusion fencing shall be installed around the Open Space Preserve prior to the relocation efforts and in accordance with mitigation measure BIO-5.

BIO-3 **Nesting Bird and Raptor Avoidance.** . If initial grading and vegetation activities (i.e., earthwork, clearing, and grubbing) activities occur during the general bird breeding season for migratory birds and raptors (January 15 and September 15), the project applicant shall retain a qualified biologist to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act and California Fish and Game Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of the activities. If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified biologist.

BIO-4 **Preparation of Stormwater Pollution Prevention Plan.** Prior to construction, the project Applicant shall develop a stormwater pollution prevention plan (SWPPP). The SWPPP shall be developed, approved, and implemented during construction to control stormwater runoff such that erosion, sedimentation, pollution, and other adverse effects are minimized. The following performance measures shall be implemented to avoid the release of toxic substances associated with urban runoff:

- Sediment shall be retained on site by a system of sediment basins, traps, or other appropriate measures.
- Where deemed necessary by the approved SWPPP, storm drains shall be equipped with silt and oil traps to remove oils, debris, and other pollutants. Storm drain inlets shall be labeled "No Dumping—Drains to Ocean." Storm drains shall be regularly maintained to ensure their effectiveness.
- The parking lots shall be designed to allow stormwater runoff to be directed to vegetative filter strips and/or oil-water separators to control sediment, oil, and other contaminants.
- Permanent energy dissipaters shall be included for drainage outlets.
- The BMPs contained in the SWPPP shall include, but are not limited to, silt fences, fiber rolls, gravel bags, and soil stabilization measures such as erosion control mats and hydro-seeding.
- The project area drainage basins will be designed to provide effective water quality control measures. Design and operational features of the drainage basins will include design features to provide maximum infiltration and maximum detention time for settling of fine particles; maximize the distance between basin inlets and outlets to reduce velocities; and establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris.

BIO-5 **Construction Fencing.** Prior to construction, the City shall install temporary construction fencing around the perimeter of the Open Space Preserve and wherever the limits of grading are adjacent to sensitive vegetation communities or other biological resources, as identified by a qualified biologist. Fencing shall remain in place during all construction activities.

BIO-6 **Best Management Practices.** The City shall ensure that the construction contractor implements BMPs including but not limited to: maintaining the project area maintaining sediment and erosion control measures in accordance with an approved Storm Water Pollution Prevention Plan; maintaining effective control of fugitive dust; and properly storing, handling, and disposing of all toxins and pollutants including waste materials.

Prior to construction, the following notes shall be included on the applicable construction plans to the satisfaction of the City (or their designee):

- A qualified biologist shall be on site to monitor all vegetation clearing and periodically thereafter to ensure implementation of appropriate resource protection measures.
- Dewatering shall be conducted in accordance with standard regulations of the Regional Water Quality Control Board. A permit to discharge water from dewatering activities will be required. This will minimize erosion, siltation, and pollution within sensitive communities.
- During construction, material stockpiles shall be placed such that they cause minimal interference free of trash and debris; employing appropriate standard spill prevention practices and clean-up materials; installing and with on-site drainage patterns. This will protect sensitive vegetation from being inundated with sediment-laden runoff.
- Material stockpiles shall be covered when not in use. This will prevent fly-off that could damage nearby sensitive vegetation communities.
- Graded areas shall be periodically watered to minimize dust that may affect adjacent vegetation.

BIO-7 **Biological Monitor.** Prior to construction, for any areas adjacent to the Preserve, the City shall retain a qualified biologist to monitor a clearing, grubbing, and/or grading activities. The biological monitor shall attend pre-construction meetings and be present during the removal of any vegetation to ensure that the approved limits of disturbance are not exceeded and provide periodic monitoring of the impact area including, but not limited to, trenches, stockpiles, storage areas, and protective fencing. Before construction activities occur in areas containing sensitive biological resources, all workers shall be educated by the biologist to recognize and avoid those areas that have been marked as sensitive biological resources.

(b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?** **5.** ☐ ☐ ☒ ☐

The project site supports mule fat scrub and herbaceous wetland. Both of these communities occur in very small, isolated and disturbed stands located on portions of the site that used to be entirely developed and are now highly disturbed. They are relatively low in habitat quality due to disturbance and isolation from habitat blocks in the local and regional area. They are not associated with any permanent surface water or streambed feature. Neither community provides habitat for any special-status species, with the exception of southern tarplant.

The mule fat scrub is situated within an upland landscape position and the herbaceous wetland is associated with a man-made basin that was apparently excavated with the previous development on the site was demolished. Water quality and biophysical benefits of the isolated 0.01-acre area of herbaceous wetland are expected to be negligible due to the small size. The area would not be expected to accelerate groundwater recharge or have an important role in cycling nitrogen, sulfur, methane and carbon in the ecosystem. It would further not be expected to have any biophysical value to the ecosystem, as it has no connectivity to higher quality habitat, and would not be expected to substantially aid in filtering impurities on the site.

In their current state, the mule fat scrub and herbaceous wetland communities on the site are not considered sensitive. The project would establish an approximately 2.0 acre preserve onsite which, in addition to supporting southern tarplant, would be expected to support some elements of mule fat scrub and seasonal and/or herbaceous wetland. Therefore, impacts would be less than significant. No mitigation measures would be required.

(c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?** **5.** ☐ ☐ ☐ ☒

The RTC project site is located within a highly developed area and has been previously disturbed. The project site has no direct contact with federally protected wetlands. The site is generally self-contained and does not receive or discharge waters to any surface water bodies or drainage features nearby. No potential jurisdictional waters and wetlands were identified during the general biological survey. Lower elevations onsite are characterized by depressions and imprints in the land that were created by previous activities. The depressions have the potential to become inundated and hold water during wet years. The depressions are not considered to be vernal pools due to lack of vernal pool indicators. Therefore, no federally protected wetlands will be affected by the project and no mitigation measures would be required.

(d)	**Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**	**5.**	☐	☐	☒	☐

No wildlife corridors or linkages occur on or in the immediate vicinity of the site. The project site does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages. The project site is surrounded on all sides by highly urbanized land. It is locally and regionally isolated and separated from undeveloped land by expansive development. The habitat that exists is relatively low in quality and is disconnected and isolated from better quality habitat in the local and regional area. The site is completely enclosed with perimeter fencing. Animal species that require direct or less-constrained habitat connectivity along their travel routes would be challenged to find access to the habitat within the site and immediate vicinity. Due to the site's isolation and the fact there are no additional undeveloped parcels or habitat fragments in the local area, it does not function as a stepping-stone linkage and is not part of an archipelago chain of small open space patches amongst the urbanized area. At best, the project site is used as temporary or live-in habitat by common resident and migratory birds with the ability to fly over long distances. Therefore, impacts to wildlife movement and nursery site would be less than significant and no mitigation measures would be required.

(e)	**Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**	**5.**	☐	☐	☐	☒

The project would not conflict with any local policies or ordinances protecting biological resources. The project does not occur within a designated SEA and would not conflict with any County of Los Angeles policies or ordinances. The project would not conflict with any City policies or ordinances and no impact would occur. Therefore, no impact to local policies or ordinances protecting biological resources would occur and no mitigation would be required.

(f)	**Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**	**5.**	☐	☐	☐	☒

The project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with such plans and no impact would occur. Therefore, no impact to adopted habitat or natural community conservation plans would occur and no mitigation would be required.

5. CULTURAL RESOURCES. Would the project:

(a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	1.	☐	☐	☐	☒

The RTC project site is located within an urbanized area and no historical resources exist on the RTC project site. Although historic-period BNSF and AT&SF railroad infrastructure is known located in the vicinity, the proposed project does not involve any modifications to existing railroad infrastructure. The closest structures to the project site are industrial structures in all four directions and single and two-family residences to the southeast. These structures in the RTC project vicinity do not have any unusual characteristics that would qualify them as a historical resource or of historic significance. The Community Resources Element of the City of Torrance General Plan (2010) does not list the RTC project site as a location of historic interest to the City. In addition, the RTC project site is not registered under the State or National Register of Historic Places. Therefore, no impacts to historical resources would occur and no mitigation measures would be required.

(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	1.	☐	☒	☐	☐

The RTC project site is located within an urbanized area and has been previously disturbed. No prehistoric or historic archaeological sites are known to exist within the RTC project site or vicinity. However, although unlikely, implementation of the RTC project would require some grading and therefore could potentially uncover and impact previously uncovered archaeological resources. Any significant adverse impacts related to buried archaeological resources would be reduced to less than significant with the incorporation of the following mitigation measure:

Mitigation Measure

CR-1: In the event that any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find. An archaeologist shall be obtained and empowered to halt or divert ground disturbing activities. A plan must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archaeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. If determined to be of scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the recovered materials shall be determined by the City of Torrance.

(c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1.	☐	☒	☐	☐

The RTC project site is located within an urbanized area and has been previously disturbed. Any surficial paleontological resources that may have existed at one time on the RTC project site have likely been previously unearthed or disturbed. However, although unlikely, implementation of the RTC project would require some grading and therefore could potentially uncover and impact previously uncovered paleontological resources. Any significant adverse impacts related to buried paleontological resources would be reduced to less than significant with the incorporation of the following mitigation measure:

Mitigation Measure

CR-2: If paleontological resources are found during RTC project construction, the Applicant/City's construction contractor shall immediately stop work in the area. The City shall be notified immediately and work shall be halted until the City can retain a qualified paleontologist who shall determine the significance of the find. If significant paleontological resources are found they shall be salvaged and collected in compliance with the applicable regulations and sent to a designated museum.

(d)	Disturb any human remains, including those interred outside of formal cemeteries?	1.	☐	☒	☐	☐

No human remains are known to exist on the project site, and any remains likely would have been removed during prior disturbance of the RTC project site. However, although unlikely, implementation of the RTC project would require some grading/excavation and therefore could potentially uncover and impact previously uncovered human remains. Any significant adverse impacts related to buried human remains would be reduced to less than significant with the incorporation of the following mitigation measure:

Mitigation Measure

CR-3: If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and AB 2641 shall be followed. According to these requirements, all construction activities must cease immediately and the Los Angeles County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the NAHC. The NAHC will then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.

6. GEOLOGY AND SOILS. Would the project:

(a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	6.	☐	☐	☒	☐

According to the Safety Element of the City of Torrance General Plan (2010), no Alquist-Priolo Earthquake Fault Zones have been designated within the Torrance City limits. Additionally, the RTC project would be constructed in accordance with the 2010 California Building Code (2010 CBC) seismic safety requirements. Implementation of the RTC project is not anticipated to expose people or structures to fault rupture hazards during a seismic event. Therefore, impacts associated with rupture of a known earthquake fault would be less than significant. No mitigation measures would be required.

ii)	Strong seismic ground shaking?	6.	☐	☐	☒	☐

The RTC project site is located in the seismically active Southern California and is prone to earthquakes, which may result in hazardous conditions to people within the region. According to the Safety Element of the City of Torrance General Plan (2010), the highest risks from earthquake fault zones in the City of Torrance come from the Palos Verdes fault zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude and the nature of the earth materials below the site. Although implementation of the RTC project has the potential to result in the exposure of people (workers) and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region. Also, the RTC project would be designed and constructed in accordance with the 2010 CBC, which is anticipated to minimize the potential for damage. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant and no mitigation measures would be required.

iii)	Seismic-related ground failure, including liquefaction?	6.	☐	☐	☒	☐

According to the Safety Element of the City of Torrance General Plan (2010), the RTC project site is not located within the mapped seismic-related hazard areas where there is potential to experience liquefaction-induced ground displacement (Figure S-2, Seismic-Related Hazards, of the City of Torrance General Plan). Also, the RTC project would be built in accordance with the 2010 CBC, which sets procedures and limitations for design of structures based on seismic risk and the type of facility. All proposed construction would be subject to all applicable provisions of the 2010 CBC and the applicant would be required to submit a grading/drainage plan with soil investigation report prior to the issuance of any building permits. Therefore, impacts associated with seismic related ground failure and liquefaction would be less than significant. No mitigation measures would be required.

iv)	Landslides?	6.	☐	☐	☐	☒

According to the Safety Element of the City of Torrance General Plan (2010), the RTC project site is not located within the mapped seismic-related hazard areas where there is potential to experience landslides (Figure S-2, Seismic-Related Hazards, of the City of Torrance General Plan). Also, because the RTC project site and surrounding area is relatively flat, there is little risk for landslides. Therefore, no impact associated with landslides would occur and no mitigation measures would be required.

(b)	Result in substantial soil erosion or the loss of topsoil?	10.	☐	☐	☒	☐

The potential exists for minimal amounts of soil erosion to occur during construction activities. However, construction-related soil erosion and loss of topsoil impacts would be reduced to a level that is less than significant through adherence to the specifications within the General Construction Permit, which would require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (refer to response for Section 9(a)).

Grading of the RTC project site would be subject to the requirements of the Torrance Municipal Code and the 2010 CBC with regards to soil compaction and drainage. Also, prior to the issuance of building and grading permits the RTC project would be required to develop a Standard Urban Storm Water Mitigation Plan identifying post-construction best management practices. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant. No mitigation measures would be required.

(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	6.	☐	☐	☒	☐

As previously noted in the responses to questions a (iii) and a (iv), above, there are no known liquefaction or landslide hazards in or adjacent to the RTC project site. Any unstable materials that may be encountered during routine geotechnical investigations and the grading phase would be removed and replaced with properly engineered, compacted materials, in accordance with the Torrance Municipal Code and the 2010 CBC. As such, potentially significant impacts involving unstable geologic or soil materials would be avoided. Therefore, impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant. No mitigation measures would be required.

(d)	Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	6.	☐	☐	☒	☐

Expansive soils shrink and swell in response to dry and moist conditions and can result in cracking and structural failure of pavement and foundations. The expansive characteristics of underlying soils and proper design to mitigate such conditions would be determined in accordance with the Torrance Municipal Code and the 2010 CBC. Site-specific recommendations pertaining to expansive soils would be incorporated into grading and foundation plans. As such, adherence to the Torrance Municipal Code and the 2010 CBC would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant. No mitigation measures are required.

(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	6.	☐	☐	☐	☒

The RTC project would connect to the existing sewer line located in Crenshaw Boulevard via a new 6-inch sewer line. As such, the RTC project does not include septic tanks or other alternative wastewater disposal systems. Therefore, no impact related to septic tanks or alternative wastewater disposal systems would occur and no mitigation measures would be required.

7. GREENHOUSE GAS EMISSIONS. Would the project:

(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	4.	☐	☐	☒	☐

Construction

The project will result in short-term greenhouse gas emissions from construction and installation activities. Greenhouse gas emissions will be released by equipment used for demolition, grading, paving, building construction, and architectural coating activities. GHG emissions will also result from worker and vendor trips to and from the project site. Table 17 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in Table 17.

Table 17
Construction Greenhouse Gas Emissions

	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
Roadway	--	--	--	33.90
2013	364.03	0.04	0.00	364.83
2014	450.53	0.05	0.00	451.53
SUB-TOTAL	814.56	0.09	0.00	850.26
AMORTIZED RESULT^	27.15	0.00	0.00	28.34

* MTCO2E
Note: Slight variations may occur due to rounding and variations in modeling software
^ Amortized over 30-years

Operation

Project activities will result in continuous greenhouse gas emissions from mobile and operational sources. Mobile sources including vehicle and bus trips to and from the project site will result primarily in emissions of CO_2 and methane and minor amounts of nitrous oxide. The most significant GHG emission from natural gas usage will be methane, both for energy and use of CNG buses. Electricity usage and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define long-term greenhouse gas emissions for the proposed project.

The methodology utilized for each emissions source in CalEEMod is based on the CAPCOA Quantifying Greenhouse Gas Mitigation Measures handbook.1 A summary of the project's long-term greenhouse gas emissions is included in Table 18 (Long-Term Greenhouse Gas Emissions). Table 18 reflects a net increase in greenhouse gas emissions after considering emissions from trip reductions associated with the transit center. Trip reductions will result in an approximately 60 percent decrease in net greenhouse gas emissions. The emissions inventory is presented as metric tons of carbon dioxide equivalent (MTCO2E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons). Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study.2 Natural gas, electricity, and water demand were estimated as discussed in Section 6.3.2.

Table 18
Long-Term Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
Energy Demand	189.48	0.01	0.00	190.66
Mobile Emissions	1,049.96	14.88	0.00	1,362.34
Solid Waste Disposal	3.16	0.19	0.00	7.08
Water/Wastewater Treatment/Conveyance	9.35	0.01	0.00	10.06
Commute Reductions	-1,595.71	-0.71	0.00	-1,614.18
TOTAL	*-343.76*	*14.38*	*0.00*	*-44.04*

* MTCO2E/YR: metric tons of carbon dioxide equivalent per year
Note: Slight variations may occur due to rounding

Table 19 (Greenhouse Gas Emissions Inventory) summarizes the yearly estimated greenhouse gas emissions from construction of the project and operational sources. The project will reduce greenhouse gas emissions by 16.38 MTCO2E per year and thus will not exceed the interim SCAQMD threshold.

Table 19
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
Construction^	27.15	0.00	0.00	27.21
Operational	-343.76	14.38	0.00	-44.04
GRAND TOTAL	**-316.61**	**14.38**	**0.00**	**-16.38**

* MTCO2E/YR: metric tons of carbon dioxide equivalent per year
Note: Slight variations may occur due to rounding
^ Construction impacts amortized over 30-years

The RTC project would not generate greenhouse gas (GHG) emissions, both direct and indirect, which could result in a significant environmental impact. As presented in Table 19 of the Air Quality and Climate Change Assessment for the RTC project (Attachment 2), summarizes the yearly estimated greenhouse gas emissions from construction of the project and operational sources. Total project emissions are significantly below the SCAQMD's GHG threshold as the project will reduce greenhouse gas emissions by 16.38 MTCO2E per year and thus will not exceed the interim SCAQMD threshold.

Therefore, the RTC project will have a positive contribution to regional and global climate change as it would reduce would GHG emissions via trip reductions once operational. Impacts related to the generation of GHGs would be less than significant. No mitigation measures would be required.

(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	4.	☐	☐	☒	☐

Statewide Plans and Policies

The assembly bill (AB) 32 climate change scoping plan (CCSP) included recommended measures developed to reduce GHG emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures put the state on a path to meet the 2050 goal of reducing California's GHG emissions to 80 percent below 1990 levels. Many of the recommended measures, such as high speed rail and the Renewable Portfolio Standard, are beyond the scope of this project. However, this site would be an ideal location for future extension of the Metro Green line. The RTC bus terminal has been designed to preserve the ability to include a Metro station should that be considered by Metro at a future date. Some measures are applicable and supported by the project, such as energy efficiency. Finally, while some measures are not directly applicable, the project would not conflict with their implementation.

To determine if the proposed project will exceed the threshold, a greenhouse gas emissions inventory was prepared for the project and the RTC project was found to reduce greenhouse gas emissions by 16.38 MTCO2E per year via resulting trip reductions (Table 19, Air Quality and Climate Change Assessment). Therefore, the RTC project's GHG emissions are below all available thresholds, and it will not produce a significant climate change impact.

Local Goals

The City of Torrance and the County of Los Angeles have established goals related to energy efficient and sustainable building standards as well as policies aimed towards achieving consistency with AB32 goals and regional GHG reductions. Because the RTC project results in GHG emissions primarily generated during construction, many of the local goals and policies would not apply. However, new structures and facilities will be constructed with sustainable materials in pursuit of LEED certification and compliance with the CBC, to the extent feasible. Therefore, the RTC project is consist with local climate change goals, plans and policies.

Impacts related to conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant. No mitigation measures would be required.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	6.	☐	☐	☒	☐

Some hazardous materials, such as diesel fuel, would be used at the site during construction. Best Management Practices (BMPs) stipulating proper storage of hazardous materials and would be implemented during construction as part of the Stormwater Pollution Prevention Plan (SWPPP). All transport, handling, use or disposal of substances such as petroleum products, paints, and solvents related to the construction and operation of the Proposed Project would comply with all Federal, State and local laws regulating the management and use of hazardous materials. Operation of the RTC project would not involve the routine storage, transport, and use of items considered to be hazardous materials. As previously indicated, no Diesel, CNG or hydrogen fueling infrastructure are proposed for the RTC site. The Safety Element of the City of Torrance General Plan states that the Torrance Fire Department is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Materials Specialists. The RTC project would be required to submit to the Torrance Fire Department an Emergency Response Plan, Emergency Response Plan Certification Checklist, and a Hazardous Material Inventory Form. As there are currently no buildings on site, there are no potential lead impacts related to demolition activities that are likely. Hazardous materials that are used to construct and operate the RTC project would be transported, used, stored, and disposed of according to City, State, and Federal regulations. Therefore, impacts associated with hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be considered less than significant. No mitigation measures would be required.

(b)	Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	6.	☐	☐	☒	☐

During construction some hazardous materials, such as diesel fuel, would be used. The SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The release of any spills would be prevented through the implementation of BMPs listed in the SWPPP. As stated previously, the Torrance Fire Department is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Materials Specialists. The RTC project would be required to submit to the Torrance Fire Department an Emergency Response Plan, Emergency Response Plan Certification Checklist, and a Hazardous Material Inventory Form. Therefore, impacts associated with hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant. No mitigation measures would be required.

(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	6.	☐	☐	☐	☒

The RTC project site is not within one-quarter mile of any existing or proposed school. As stated previously, operation of the RTC project would not involve the routine storage, transport, and use of materials considered to be hazardous materials. The Torrance Fire Department is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Materials Specialists. The RTC project would be required to submit to the Torrance Fire Department an Emergency Response Plan, Emergency Response Plan Certification Checklist, and a Hazardous Material Inventory Form. Therefore, there are no impacts associated with the emission or handling of hazardous materials within one-quarter mile of a school. No mitigation measures would be required.

(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	6, 11.	☐	☐	☐	☒

The RTC project site is not located on a hazardous material site, the site is not identified as a Superfund site under the Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), is not identified as a National Priorities List (NPL) or as a site listed on the City of Torrance General Plan (2010) Toxic Release Inventory (Figure S-4, Hazardous Material Sites). Shortly after the prior improvements were demolished (circa 2000), site remediation efforts commenced under the supervision of the Los Angeles Regional Water Quality Control Board (LARWQCB) and the California Department of Toxic Substances Control (DTSC). The LARWQCB issued a "No Further Action" (NFA) letter for the Subject Property in 2008. The NFA letter indicated that no further action was required for the petroleum releases and requested the owner at the time, PPG Industries, Inc., to properly abandon all monitoring wells related to the petroleum release investigation. PPG Industries, Inc., abandoned all wells related to the investigation and submitted a well abandonment report to the LARWQCB in 2009.

With respect to the site-wide investigation that has been conducted under the oversight of the DTSC, PPG Industries, Inc. completed the remedial actions, risk assessment and reporting requirements stipulated by the DTSC. The DTSC in turn reviewed all the documents and reports received from PPG Industries, Inc. and issued an NFA letter in 2010. A restriction included in the DTSC's NFA letter, which was ultimately recorded on the property's title, prohibiting residential, hospital, school, daycare uses and water wells from being developed on the site.

(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	6.	☐	☐	☐	☒

The RTC project does not include any residential components. The closest airport to the RTC project site is the Torrance Municipal Airport, located approximately 2.77 miles from the project site. According to the Safety Element of the City of Torrance General Plan (2010), the RTC project site is not located within the Torrance Municipal Airport land use plan (Figure S-5, Torrance Airport Runway Protection Zone, of the City of Torrance General Plan). Therefore, no impacts associated with an airport to people residing or working at the RTC project site would occur and no mitigation measures would be required.

(f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	6,9.	☐	☐	☐	☒

The RTC project does not include any residential components. The RTC project site is not located near a private airstrip. Therefore, no impacts associated with a private airstrip to people residing or working in the project area would occur and no mitigation measures would be required.

(g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	6.	☐	☒	☐	☐

The City has an emergency plan which establishes emergency preparedness and emergency response procedures for both peacetime and wartime disasters. The plan is termed a "Multi-Hazard Functional Plan," prepared in accordance with the State Office of Emergency Services guidelines for multi-hazard functional planning. This plan, establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff utilizing the Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS). The plan establishes that the City of Torrance is primarily responsible for emergency actions and will commit all available resources to save lives, minimize injury to persons, and minimize damage to the environment and to property. The Police Department, through the Emergency Services Division, is responsible to ensure the City's emergency plan is current and follows both State and federal mandates. The Torrance Fire Department is required to prepare and follow an area plan for emergency responses to hazardous materials releases. In 2006, the Torrance Fire Department rewrote its area plan to bring it up to date. The area plan has been submitted to the Governor's Office of Emergency Services as required under the Health and Safety Code (City of Torrance 2010).

Although some temporary, partial street closures may be necessary for construction activities, the RTC project would not substantially impede public access or travel upon public rights-of-way. Potential impacts to any adopted emergency response plan or emergency evacuation plan would be reduced to less than significant with the incorporation of the following mitigation measure:

Mitigation Measure

HM-1: Prior to any lane closures City of Torrance (or its contractor) shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. The Traffic control Plan shall be approved by the City of Torrance, Engineering Division.

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(h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	6.	☐	☐	☐	☒

According to the Safety Element of the City of Torrance General Plan (2010), the RTC project site is not located within the Very High Fire Hazard Severity Zone, as defined by the California Department of Forestry and Fire protection. The RTC project is located within an urbanized area that does not contain expanses of wildland area and therefore does not pose a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required.

9. HYDROLOGY AND WATER QUALITY. Would the project:

(a)	Violate any water quality standards or waste discharge requirements?	12.	☐	☐	☒	☐

There is the potential for short-term surface water quality impacts to occur during the grading and construction phases of the RTC project. Such impacts include runoff of loose soils and/or a variety of construction wastes and fuels that could be carried off-site in surface runoff and into local storm drains and streets that drain eventually into water resources protected under federal and state laws. These water quality impacts would be avoided through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under Section 402 of the federal Clean Water Act. Pursuant to the NPDES regulations, the contractor would be required to file a Notice of Intent for a General Construction Permit with the Regional Water Quality Control Board (RWQCB). To obtain this permit, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to ensure that the RTC project does not violate any water quality standards or any waste discharge requirements during the construction phases. BMPs would include erosion and sediment controls such as silt fences and/or straw wattles or bails, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, prevention and containment of accidental fuel spills or other waste releases, inspection requirements, etc. This permit would cover the entire grading footprint area of the RTC project site, including the off-site improvement areas. Therefore, compliance with the approved permit would ensure that the RTC project does not violate any water quality standards or any waste discharge requirements during construction.

Waste Discharge Requirements are issued by the RWQCB under the provisions of Division 7, Article 4 of the California Water Code. These requirements regulate "point source" discharges of wastes to surface and groundwater, such as septic systems, sanitary landfills, dairies, etc. All wastewater produced within the RTC project would be discharged into the proposed 6-inch sewer lateral to be tied into the existing sewer line in Crenshaw Boulevard. Therefore, the RTC project would have no point sources of waste water discharge and thus would have no direct effect upon surface or groundwater.

The RTC project would, however, result in an increase in impervious surfaces at the RTC project site from the existing condition because new structures and site improvements, such as a bus terminal, parking lot and internal circulation roadways, would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased stormwater flow from the RTC project site and convey it via an existing 14-inch storm drain line located at the southeast area of the site to the existing Los Angeles County 72-inch storm drain line in Crenshaw Boulevard, at Dominguez Street. Sufficient Capacity exists in the County line to accept a 10-year storm event via the existing 14-inch line. The inclusion of a 3900 cubic foot on-site subsurface detention system, will retain the difference between a 10 year and a 50-year storm event and will drain within 72 hours via either infiltration, usage in landscape irrigation or low flow device. Run-off from the parking lot will be diverted to landscaped areas and surface detention basins then discharged via parkway drain to the proposed 208th Street extension. Also, it should be noted prior to the issuance of building and grading permits the RTC project would be required to develop a SWPPP identifying post-construction BMPs to ensure operation of the RTC project would not violate any water quality standards and to obtain municipal approval. Therefore, impacts to water quality or waste discharge requirements would be considered less than significant. No mitigation measures would be required.

(b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	10, 12.	☐	☐	☒	☐

Although the RTC project was previously developed with industrial uses that resulted in the majority of the project site being paved, the site has been vacant and unpaved since the prior structures were demolished and the site was roughly graded since 2000. The RTC project will require the introduction of building footprints areas to allow building construction and a paved bus terminal, parking lot and internal circulation roadways. Of the total 15.06 acre parcel, 8.66 acres will result in paved areas. The site has been designed, however, to promote on-site retention to the extent possible by retaining 6.4 acres in pervious areas and by designing on-site drainage systems to direct rain water run-off from roof and paved areas to on-site subsurface storage infrastructure and used for on-site landscaped areas in 4.4 acres of the 6.4 pervious areas. The approximate northwest 2-acres of the site is proposed to be preserved for the established of a Southern Tarplant Habitat creation area, which will allow seasonal pooling activity, furthering recharge efforts. Therefore, impacts to groundwater supplies or recharge would be considered less than significant with the previously indicated Biological Resource mitigation measures.

(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	12.	☐	☐	☒	☐

The RTC project site does not contain any watercourses or drainages that would be affected by the RTC project. As discussed previously, the RTC project would result in an increase in impervious surfaces at the RTC project site from the existing condition because new structures and site improvements, such as a bus terminal, parking lot and internal circulation roadways, would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased stormwater flow from the RTC project site and convey it via an existing 14-inch storm drain line located at the southeast area of the site to the existing Los Angeles County 72-inch storm drain line in Crenshaw Boulevard, at Dominguez Street. Sufficient Capacity exists in the County line to accept a 10-year storm event via the existing 14-inch line. The inclusion of a 3900 cubic foot on-site subsurface detention system, will retain the difference between a 10 year and a 50-year storm event and will drain within 72 hours via either infiltration, usage in landscape irrigation or low flow device. Run-off from the parking lot will be diverted to landscaped areas and surface detention basins then discharged via parkway drain to the proposed 208th Street extension. Also, it should be noted that prior to the issuance of building and grading permits the RTC project would be required to develop a SWPPP identifying post-construction BMPs. As such, implementation of the RTC project would not alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, impacts to the existing drainage pattern would be considered less than significant. No mitigation measures would be required.

(d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	12.	☐	☐	☒	☐

The RTC project site does not contain any watercourses or drainages that would be affected by the RTC project. As discussed previously, the RTC project would result in an increase in impervious surfaces at the RTC project site from the existing condition because new structures and site improvements, such as a bus terminal, parking lot and internal circulation roadways, would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased stormwater flow from the RTC project site and convey it via an existing 14-inch storm drain line located at the southeast area of the site to the existing Los Angeles County 72-inch storm drain line in Crenshaw Boulevard, at Dominguez Street. Sufficient Capacity exists in the County line to accept a 10-year storm event via the existing 14-inch line. The inclusion of a 3900 cubic foot on-site subsurface detention system, will retain the difference between a 10 year and a 50-year storm event and will drain within 72 hours via either infiltration, usage in landscape irrigation or low flow device. Run-off from the parking lot will be diverted to landscaped areas and surface detention basins then discharged via parkway drain to the proposed 208th Street extension. Also, it should be noted that prior to the issuance of building and grading permits the RTC project would be required to develop a SWPPP identifying post-construction BMPs. As such, implementation of the RTC project would not alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner which would result in substantial flooding on- or off-site. Therefore, impacts to the existing drainage pattern or the rate or amount of surface runoff would be considered less than significant. No mitigation measures would be required.

(e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	12.	☐	☐	☒	☐

As discussed previously, the RTC project would result in an increase in impervious surfaces at the RTC project site from the existing condition because new structures and site improvements, such as a bus terminal, parking lot and internal circulation roadways, would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased stormwater flow from the RTC project site and convey it via an existing 14-inch storm drain line located at the southeast area of the site to the existing Los Angeles County 72-inch storm drain line in Crenshaw Boulevard, at Dominguez Street. Sufficient Capacity exists in the County line to accept a 10-year storm event via the existing 14-inch line. The inclusion of a 3900 cubic foot on-site subsurface detention system, will retain the difference between a 10 year and a 50-year storm event and will drain within 72 hours via either infiltration, usage in landscape irrigation or low flow device. Run-off from the parking lot will be diverted to landscaped areas and surface detention basins then discharged via parkway drain to the proposed 208th Street extension. Also, it should be noted that prior to the issuance of building and grading permits the RTC project would be required to develop a SWPPP identifying post-construction BMPs. As such, implementation of the RTC project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts to existing or planned stormwater drainage systems would be considered less than significant. No mitigation measures would be required.

(f)	Otherwise substantially degrade water quality?	12.	☐	☐	☒	☐

The RTC project would not involve any additional water quality impacts beyond those discussed in the response under Section 9(a), above. Therefore, impacts to the degradation of water quality would be considered less than significant. No mitigation measures would be required.

(g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	6.	☐	☐	☐	☒

According to the Safety Element of the City of Torrance General Plan (2010), the RTC project site is not located within a 100-year flood hazard area (Figure S-3, Flood Hazards, of the City of Torrance General Plan). Also, the RTC project does not include the development of any residential units. Because the RTC project site is not located within a flood hazard area, development of the RTC project would not significantly increase the exposure of people or structures to flood hazards. Therefore, there would be no placement of housing within a 100-year flood hazard area and no mitigation measures would be required.

(h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	6.	☐	☐	☐	☒

The RTC project site is not located within a 100-year flood hazard area. As such, the RTC project would not place structures within a 100-year flood hazard area and therefore would not impede or redirect flood flows. Therefore, no impact to impeding or redirecting flood flow would occur and no mitigation measures would be required.

(i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	6.	☐	☐	☐	☒

The RTC project site is not located within a 100-year flood hazard area and is not located immediately downstream of any levee or dam. As such, the RTC project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no impact related to failure of a levee or dam would occur and no mitigation measures would be required.

(j)	Inundation by seiche, tsunami, or mudflow?	6.	☐	☐	☐	☒

The RTC project site is neither located near a large body of water that would be subject to tsunamis or seiches, nor to canyons, slopes, drainage courses, or other natural features on or near the project site which could generate mudflows during heavy rainstorms. Therefore, no impacts from inundation by seiche, tsunami, or mudflow would occur and no mitigation measures would be required.

10. LAND USE AND PLANNING. Would the project:

(a)	Physically divide an established community?	3, 9	☐	☐	☐	☒

Implementation of the RTC project would not disrupt or divide the physical arrangement of the surrounding community. The RTC project site is surrounded by industrial uses and a small portion of one single and two-family residential exist to the southeast, across Crenshaw Boulevard. The RTC project would not place any structures in an established community that would physically divide that community and thereby prevent interaction between members of the community. Therefore, no impact to established communities would occur and no mitigation measures would be required.

(b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	3, 9.	☐	☐	☐	☒

Implementation of the RTC project would conflict with the existing zoning designation (M2 - Heavy Industrial District). The RTC project site has been previously disturbed, developed with industrial uses for approximately 50 years, prior to being in its currently undeveloped state. The RTC project site is not located within the local coastal area and the zoning, along with the proposed use of the site as a Regional Transit Center with ancillary commercial services, is consistent with the site's general plan designation of Heavy Industrial. Therefore, no impacts related to zoning conflicts would occur and no mitigation measures would be required.

(c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	1, 5.	☐	☐	☐	☒

The project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with such plans and no impact would occur. Therefore, no impact to adopted habitat or natural community conservation plans would occur and no mitigation would be required.

11. MINERAL RESOURCES. Would the project:

(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	1.	☐	☐	☐	☒

According to the Community Resources Element of the City of Torrance General Plan (2010), the RTC project site is located within Mineral Resources Zone (MRZ) "MRZ-1", which is the classification for areas where "adequate information indicates that no significant mineral deposits are present or likely to be present". Therefore, the RTC project would not result in loss of availability of any mineral resource that would be of value to the region. Therefore, no impacts to known mineral resources would occur and no mitigation measures would be required.

(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	1.	☐	☐	☐	☒

As stated previously, the RTC project site does not contain any locally-important mineral resources. Therefore, no impacts to locally-important mineral resources would occur and no mitigation measures would be required.

12. NOISE. Would the project result in:

(a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	7.	☐	☐	☒	☐

Construction
Construction operations are exempt from City regulations (TMC 46.3.1) between the hours of 7:30 A.M. to 6:00 P.M. Monday through Friday and 9:00 A.M. to 5:00 P.M. on Saturdays. No construction would occur on Sundays or City recognized holidays. Construction of the RTC project would adhere to the exempted hours and would comply with the City's Noise Ordinance.

Construction noise levels in the vicinity of the Project will fluctuate depending on the particular type, number and duration of use of various pieces of construction equipment. The exposure of persons to the temporary periodic increase in noise levels will occur over a period of approximately 18 months. Each phase of construction is anticipated to take up to one month, with the exception of Phase 4, buildings and terminal construction, which is expected to last approximately 14 months. Based on the analysis in the Noise and Vibration Assessment for the RTC project (Attachment 3), on-site construction would generate noise levels ranging between approximately 57 and 73 dBA L_{eq} at the nearest residences (approximately 160 feet from the southeast corner of the site residence located at the southeast corner of Dominguez St and Crenshaw Blvd.). Referring to Table 8-3, it is estimated that construction activities will increase the ambient noise level at the nearest residences by 4 dBA or less. This is less than the significance threshold of 5 dBA; therefore, construction of the Project will not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Moreover, when construction noise levels are considered in combination with the ambient noise levels the impacts remain less than significant, as the Torrance Municipal Code restricts construction hours to avoid elevated noise sources to further limit the potential for impacts to nearest residences. There are no significant impacts with respect to noise levels in excess of established standards from project construction activities. Therefore, impacts related to construction noise levels in excess of local standards is less than significant. No mitigation measures are required.

On-Site Operational Noise

There are two primary sources of noise associated with the Project's operation: (1) additional traffic on the streets, and (2) activities on the Project site.

(1) *Referring to the tables 8-5 and 8-6 of the Noise and Vibration Study (Attachment 3), additional traffic generated by the Project is not expected to increase the CNEL at any location in the study area to a level that exceeds the City's compatibility guideline for that land use. Therefore, the Project will not result in the exposure of persons to or generation of noise levels in excess of standards established in the Torrance General Plan, and the impact is not significant. Referring to the tables, additional traffic generated by the Project is expected to only increase the CNEL in the study area by up to 0.3 dB (with one exception, which is discussed later). This is less than the 3 dB threshold of significance; therefore, the Project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and the impact is not significant. The one exception to this conclusion is at the Dow Chemical facility located north of the proposed extension of W. 208th Street. Since there is currently no street at this location, the construction of the extension and the traffic associated with the Project will result in a CNEL increase of 57.9 dB at this location. However, this is not considered to be a significant impact because the resulting CNEL is well below the City's compatibility guideline of 75 dB for industrial properties.*

(2) *Operation of the proposed Project would add a number of new noise sources to the area. Primarily these noise sources would consist of: (1) buses driving within the Transit Center (on the access road and around the bus terminal), (2) buses idling at the berths, (3) cars driving within the Transit Center (on the entry and exit driveways, and at the Kiss-N-Ride drop-off); and, (4) activities at the new parking lot. All four of these sources are included in the noise modeling and analysis for the Project. The results of the noise modeling are shown in Figure 8-1 as a noise contour map. Referring to the figure, the noise level (1-hour Leq) due to Project operations is estimated to be 53 dBA at the closest residential property. This location also represents the closest boundary of Noise Region 1. The noise level drops to 50 dBA or less at approximately 200 feet beyond the Region 1 boundary. The estimated noise level of 53 dBA is below the municipal code standards of 75 dBA (daytime) and 65 dBA (nighttime) for the boundary of Noise Region 1. It is also below the municipal code standards of 60 dBA (daytime) and 55 dBA (nighttime) for residential land uses within 500 feet of Noise Region 1. Referring to the noise measurements of Section 7.1 and the traffic noise analyses of Section 7.2, the ambient noise levels at these residences are already significantly above the estimated noise level of 53 dBA, so the Project operations will not appreciably increase the noise levels at these properties. At residential land uses 500 feet or more from Noise Region 1, the noise levels from Project operations will be well below 50 dBA, which will comply with the applicable municipal code standards of 55 dBA (daytime) and 50 dBA (nighttime) and will not appreciably increase the noise levels at these properties above the existing ambient levels.*

Therefore, there are no significant impacts from the on-site RTC project operations with respect to the City's municipal code noise standards and there are no substantial permanent increases in ambient noise levels at noise-sensitive receivers as a result of on-site RTC project operations. No mitigation measures are required.

(b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	7.	☐	☐	☒	☐

Construction

The vibration data provided in the Noise and Vibration Assessment for the RTC project (Attachment 3) and the propagation equations for structural damage and human annoyance indicate that construction equipment vibration levels are well below the threshold of damage and annoyance. Referring to the list of construction equipment items in Table 8-1 (Attachment 3), the main items that will generate ground-borne vibration are heavy construction vehicles (excavators, backhoes, loaders, graders, etc.). Using vibration data and calculation methodologies developed by the FTA [1], it is possible to estimate the distances from the Project site at which the vibration impact thresholds developed for the study will be exceeded. This analysis is summarized in Table 8-4 (Attachment 3). There are no residences within 77 feet of the Project site and no professional office buildings, schools, churches, or other vibration-sensitive institutional uses within 61 feet of the Project site. Therefore, there are no significant impacts with respect to potential ground-borne vibration annoyance/interference from Project construction activities. No mitigation measures are required.

There are no residential buildings within 11 feet of the Project site and no industrial/commercial buildings within 8 feet of the Project site. Therefore, there are no significant impacts with respect to potential building damage due to ground-borne vibration from Project construction activities. No mitigation measures would be required.

Operation

The operation of the RTC project will not involve the use of heavy manufacturing equipment or heavy manufacturing operations or fleet fueling/repairs/cleaning. The RTC project is not expected to generate ground-borne vibration levels that will be perceptible beyond the property lines and will be buffered from all adjoining uses by either railroad or public rights-of-ways. Therefore, the impacts associated with respect to potential ground-borne vibration annoyance/interference and potential building damage due to ground-borne vibration from the RTC operational activities are considered to be less than significant. No mitigation measures would be required.

(c)	A substantial permanent increase in ambient noise levels	7.	☐	☐	☒	☐

in the project vicinity above levels existing without the project?

Refer to response 12(a), above.

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? 7. ☐ ☐ ☒ ☐

Refer to response 12(a), above.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? 6. ☐ ☐ ☐ ☒

The RTC project does not include any residential components. The closest airport to the RTC project site is the Torrance Municipal Airport, located approximately 2.77 miles from the project site. According to the Safety Element of the City of Torrance General Plan (2010), the RTC project site is not located within the Torrance Municipal Airport land use plan (Figure S-5, Torrance Airport Runway Protection Zone, of the City of Torrance General Plan). Therefore, no impacts related to an airport land use plan or a public/public use airport would occur and no mitigation measures would be required.

(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? 10. ☐ ☐ ☐ ☒

The RTC project does not include any residential components. The RTC project site is not located near a private airstrip. Therefore, no impacts related to private airstrips would occur and no mitigation measures would be required.

13. POPULATION AND HOUSING. Would the project:

(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? 10 ☐ ☐ ☒ ☐

Although the RTC project would generate employment during the construction phase, it is anticipated that a majority of the construction jobs would be filled by the existing area labor force (average of 20 employees per day). The RTC project is expected to require to be staffed by approximately 35 persons after completion of construction and operation commencement by the various Transit providers and up to three commercial tenants. The RTC project is most likely to create job opportunities for those who already live in the surrounding areas and generate a minimal amount of commuter traffic for those workers who live outside the area. Additionally, the City of Torrance is largely built-out and the purpose of the RTC project is to offer improved access to mass transit and ride sharing options in order to reduce existing congestion levels and adequately serve the existing population. Because of the City's built-out nature and the purpose of the RTC project, it is unlikely that the RTC project would contribute to substantial population growth in the area. Therefore, impacts to population growth would be considered less than significant. No mitigation measures would be required.

(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? 10 ☐ ☐ ☐ ☒

There are no existing houses on the RTC project site. The RTC project site is an undeveloped, landlocked parcel to the south and west. Implementation of the RTC project would not displace any existing housing. Therefore, no impacts to housing displacement would occur and no mitigation measures would be required.

(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? 10 ☐ ☐ ☐ ☒

There are no residential properties on the RTC project site. Implementation of the RTC project would not displace existing housing on or adjacent to the project site. Therefore no impacts to the displacement of people would occur and no mitigation measures would be required.

14. PUBLIC SERVICES

(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

(i)	Fire protection?	10	☐	☐	☒	☐

The RTC project would not increase the demand for fire protection that would result in the need for new or expanded fire protection facilities. The closest fire station (Station 1) is located within 0.67 miles of the site. On-site fire protection services are incorporated in the project, including fire hydrants supply units and the buildings will be equipped with fire suppression protection systems. Therefore, impacts to fire protection services and/or facilities would be considered to be less than significant. No mitigation measures would be required.

(ii)	Police protection?	10	☐	☐	☒	☐

The RTC project site will incorporate 24-hour private security and include 24-hour video surveillance equipment throughout the project facilities. The RTC security office includes an area for the Torrance Police Department to conduct and complete any field work generated by an occurrence at the site, which are expected to be minimal. Implementation of the RTC project would not result in the need for expanded police protection or the need for new or expanded police protection facilities. Therefore, impacts to police protection services and/or facilities would be considered to be less than significant. No mitigation measures would be required.

(iii)	Schools?	10	☐	☐	☐	☒

The RTC project does not include new residential development and would not result in an increased demand for school services. Therefore, the RTC project would not result in the need to alter existing schools or construct new schools, the construction of which could result in significant impacts on the physical environment. Therefore, no impacts to schools would occur and no mitigation measures would be required.

(iv)	Parks?	10	☐	☐	☒	☐

The RTC project does not include new residential development and would not result in an increased demand for parks. The RTC project has, however, proposed a mitigation plan for the creation of a Southern Tarplant Habitat creation plan in the approximate northwest 2 acres of the RTC project site (refer to the Biological Resources section for further details). As such, the construction of the project would result in the construction of new public open space. The Southern Tarplant Preserve will not offer sport recreational facilities but will have some guided public access for educational and habitat learning excursions similar to those offered by the Madrona Marsh at such time that the site has been determined by the restoration team to be capable of receiving such visits. However, the RTC project is not expected to result in an increase in the use of the existing parks or their recreational facilities. The RTC project would not result in the need to alter existing parks or construct new parks other . Therefore, impacts to parks would be considered to be less than significant. No mitigation measures would be required.

(v)	Other public facilities?	10	☐	☐	☐	☒

The RTC project is not expected to adversely affect any other public facilities located on- or off-site. Therefore, no impacts to public facilities would occur and no mitigation measures would be required.

15. RECREATION:

(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	10	☐	☐	☒	☐

Demand for recreational facilities is primarily generated by permanent residents. The RTC project does not include new residential development. As part of the project, approximately 2 acres of the site are proposed to be dedicated to a Southern Tarplant Habitat creation project. This site will be a in a sense a new public facility that will have some guided public access for educational and habitat learning excursions similar to those offered by the Madrona Marsh at such time that the site has been determined by the restoration team to be capable of receiving such visits. However, the RTC project is not expected to result in an increase in the use of the existing parks or their recreational facilities. Therefore, impacts to parks or other recreational facilities would be considered to be less than significant. No mitigation measures would be required.

(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	10	☐	☐	☒	☐

As previously mentioned, the RTC project is proposed to include the creation of a Southern Tarplant Habitat creation area in approximately 2 acres of the site. This will be a new form of public open space, although traditional recreational activities or facilities are not proposed and will not require the construction or expansion of other recreational facilities which might have an adverse impact on the environment. Therefore, no impacts to the environment related to new facilities or existing recreational facility expansion would occur and no mitigation measures would be required.

16. TRANSPORTATION/TRAFFIC. Would the project:

(a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	8.	☐	☒	☐	☐

Construction

Construction traffic to and from the project site (on and off-site components) would include crews and equipment for the grading and construction of RTC project site, inclusive of the work related to the creation of the Southern Tarplant preserve.

With an anticipated maximum of 20 workers on-site per day for construction of the RTC project on any given phase during construction, construction traffic is estimated to add approximately 40 average daily trips. Construction work hours would typically begin at 7:00 A.M. and end at 4:00 P.M. Personnel would generally drive to the worksite at the beginning of the day and leave at the end of the day, with fewer people travelling to and from the worksite throughout the day. The City would encourage carpooling to the project site to reduce personal traffic to the greatest extent possible. Although most of the workers are likely to arrive prior to the 7:00 A.M. peak hour, to provide a conservative analysis, it is assumed that all 20 workers use their own transportation and all arrive within the A.M. peak period (7:00 A.M. to 9:00 A.M.).

Material deliveries and haul-offs due to demolition activities would vary throughout the construction period. It is anticipated that the greatest number of truck trips for construction of the RTC project would be those associated with the import of approximately 45,000 cubic yards of soil. With an average truck capacity of 12 cubic yards per truck, hauling soil to the project site would result in approximately 125 truck trips per day over a 30 day period. To account for the effects of trucks larger sizes and slower movements on traffic operations, a passenger car equivalence (PCE) factor of 1.5, consistent with the Highway Capacity Manual (HCM 200), was applied to the 125 truck trips, resulting in a PCE volume of 188 trips. In order to proactively avoid congestion during rush hours and ensure the soil related truck trips do not create an impact to analyzed intersections, a condition of approval is being recommended to restrict such truck trips to be outside of the A.M. and P.M. peak hours. If such trips are limited to be between the hours of 9:00 am and end prior to 4:00 pm, the seven remaining working hours allow for an average of 18 trucks per hour.

For assessment of construction-related impacts, it was assumed that all construction vehicles and workers (i.e., 20 vehicles) would arrive and depart during A.M. and P.M. peak hours, respectively. Construction traffic would utilize the 182nd Street-

Crenshaw Boulevard ramp off the Interstate 405 to access the project site and pass through the intersection of 190th Street, Del Amo Boulevard and 208th Street along Crenshaw Boulevard. Due to the close proximity of the 405 off-ramp, most construction-related traffic would pass through these intersections to access the project site.

Consistent with the requirements of Los Angeles County Congestion Management Program (CMP), only intersections or freeway on/off ramps where the a project would add 50 or more trips during either the A.M. or P.M. peak hours would be required for further study. As the RTC project is anticipated to generate a maximum of 30 of A.M. and P.M. peak trips and 48 total vehicles during any given time, detailed analysis of intersections and/or freeway ramps is not required. This level of construction traffic is negligible when added to the existing traffic and would not change the level of service (LOS) that roadways or intersections are presently experiencing.

It should be noted that construction activities conducted within public street right-of-way (i.e., within Crenshaw Boulevard and the extension of 208th Street) may require the use of various traffic control services such as flaggers to stop and slow traffic. Any and all potential lane closures would be conducted consistent with local ordinances, and permits would be obtained as required from the appropriate agencies. Since any closures due to construction of the RTC project would be isolated, temporary, short in duration, and coordinated with other agencies, traffic would not be significantly disrupted. The City would employ commonly used traffic control measures consistent with those published in the California Joint Utility Traffic Control Manual (CJUTCM) by the California Joint Utility Traffic Control Committee (CJUCTCC, 2010). Therefore, impacts traffic impacts related to the construction of the RTC project site would be considered to be less than significant. No mitigation measures would be required.

Operation

Seventeen (17) existing key study intersections and one (1) future Project driveway were selected for evaluation in the Traffic Impact Analysis report (Attachment 5). These intersections provide both regional and local access to the study area. The key intersections analyzed in this report are as follows:

1. Crenshaw Boulevard at 182nd Street
2. I-405 Northbound Ramps at 182nd Street
3. Crenshaw Boulevard at I-405 Southbound Ramps
4. Prairie Avenue at 190th Street
5. Crenshaw Boulevard at 190th Street
6. Van Ness Avenue at 190th Street
7. Prairie Avenue/Madrona Avenue at Del Amo Boulevard
8. Maple Avenue at Del Amo Boulevard
9. Crenshaw Boulevard at Del Amo Boulevard
10. Van Ness Avenue at Del Amo Boulevard
11. Western Avenue at Del Amo Boulevard
12. Crenshaw Boulevard at 208th Street
13. Madrona Avenue at Torrance Boulevard
14. Crenshaw Boulevard at Torrance Boulevard
15. Western Avenue at Torrance Boulevard
16. Crenshaw Boulevard at Carson Street
17. Crenshaw Boulevard at Sepulveda Boulevard
18. Crenshaw Boulevard at Project Driveway [Future]

The Intersection Capacity Utilization (ICU), Highway Capacity Manual (HCM) and corresponding Level of Service (LOS) calculations at the key study intersections were used to evaluate the potential traffic-related impacts associated with area growth, related projects and the Project.

Impacts to local and regional transportation systems are considered significant if:

- *An undesirable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key signalized intersections is projected. The City of Torrance considers LOS D (ICU = 0.801 - 0.900) to be the minimum desirable LOS for all intersections. For the City of Torrance, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and*
- *The Project increases traffic demand at the key signalized study intersection by 2% of capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.901).*
- *Based on the HCM/LOS method of analysis, this report identifies a significant traffic impact when the Project causes a change from LOS D to LOS E or F, or the Project causes an increase in delay of 2% or more at an intersection operating LOS E or F.*

The total combined trip generation for the 251 space parking lot component and the bus service component of the proposed Project, is expected to generate 2,426 daily PCE trips (one half arriving, one half departing), with 274 PCE trips (189 inbound, 85 outbound) produced in the AM peak hour and 252 PCE trips (87 inbound, 165 outbound) produced in the PM peak hour on a "typical" weekday. Trips associated with the Southern Tarplant Preserve are assumed to be limited and at off-peak timeframes. Such trips will have coordinated public access controlled by the Restoration Team and carpooling or bus use will be encouraged for educational related guided excursions.

None of the seventeen (17) key study intersections will have a significant impact under the Existing With Project traffic conditions (ICU Methodology), Year 2015 With Project traffic conditions (ICU Methodology), and Existing With Project Traffic Conditions (HCM Methodology) when compared to the LOS criteria defined in this report. One (1) of the seventeen (17) key

study intersections will have a significant impact under the Year 2015 With Project traffic conditions (HCM Methodology) when compared to the LOS criteria defined in this report. However, as shown in column (5) of Table 8-2 (Attachment 5), the widening and/or restripe of Crenshaw Boulevard at I-405 Southbound Ramps (MM-T1) to provide an exclusive southbound right-turn lane mitigates the impacts of the proposed RTC project and also offsets the cumulative impacts.

Existing bus stops, bicycle facilities, and pedestrian facilities would not be adversely affected by either construction or operation of the RTC project. The existing 208th Street/Crenshaw Blvd bus stop (west side) will be temporarily relocated to Maricopa Street/Crenshaw Blvd (west side) during construction along Crenshaw Blvd. It is Standard Operating procedure for Torrance Transit, to post Information regarding the temporary relocation at both locations. This results in a temporary relocation of approximately 0.28 miles southward along the same side of the street and is not expected to result in a significant disruption to operations or public access to service.

Construction and operation of the RTC project, incorporating recommended mitigation, would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Any significant adverse impacts related to traffic would be reduced to less than significant with the incorporation of the following mitigation measure:

Mitigation Measure

T-1: Intersection 3/Crenshaw Boulevard at I-405 Southbound Ramps: Widen and/or restripe Crenshaw Boulevard to provide an exclusive southbound right-turn lane. Modify the existing traffic signal. The implementation of this improvement is subject to review and approval of Caltrans and/or the City of Torrance. Please note that this improvement is consistent with the proposed improvements now under consideration as a part of proposed improvements to the Interstate 405/Crenshaw Boulevard Interchange, which also includes the construction of a new I-405 SB on-ramp from NB Crenshaw Boulevard as a part of the improvement alternatives. After implementation of the recommended mitigation measures, the impacted intersection is forecast to operate at better than the pre-Project LOS.

(b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	8.	☐	☐	☒	☐

As required by the Congestion Management Program for Los Angeles County, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. Per CMP TIA criteria, the geographic area examined in the Traffic Impact Analysis must include the following, at a minimum:
☐ *All CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the Project will add 50 or more trips during either the AM or PM weekday peak hours.*

☐ *Mainline freeway-monitoring stations where the Project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.*

Freeways
The closest CMP freeway monitoring location in the Project vicinity is the I-405 Freeway n/o Inglewood Avenue, at Compton Boulevard (CMP Station 1068 – Post Mile 18.63). Based on the Project's trip generation and distribution pattern, the proposed Project will not add more than 150 trips (in either direction) during either the weekday AM or PM peak hour at this CMP mainline freeway-monitoring location. Therefore a CMP freeway traffic impact analysis is not required.

Intersections
The following CMP arterial monitoring stations in the Project vicinity have been identified CMP Station Locations: 154 Western Avenue at 190th Street, 155 Western Avenue at Carson Street, and 156 Western Avenue at Sepulveda Boulevard.

As stated earlier, the CMP guidelines require that arterial monitoring stations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections. A review of the Project trips previously presented in Figures 5-7 and 5-8 indicates that the proposed Project will not add greater than 50 trips at the CMP intersections listed above during the AM and PM peak hours and therefore does not meet the minimum threshold of 50 trips. Therefore a CMP arterial monitoring stations traffic impact analysis is not required.
The RTC project would not exceed, either individually or cumulatively, a level of service standard established by the Los Angeles County Congestion Management Program for designated roads or highways.

As discussed previously, traffic associated with construction or operation of the RTC project would not trigger any thresholds set forth by the CMP. Therefore, impacts related to CMP would be considered less than significant. No mitigation measures would be required.

(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? 3. ☐ ☐ ☐ ☒

The RTC project site is not located within two miles of a public airport, nor is it located within an airport land use plan. The nearest airports to the project site are Torrance Municipal Airport, Hawthorne Municipal Airport, Los Angeles International Airport, and Long Beach International Airport, the closets of which is Torrance Municipal Airport approximately 2.77 miles from the RTC project site. The RTC project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The project would not result in any aerial structures. Therefore, no impacts related to air traffic would occur and no mitigation measures would be required.

(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? 8. ☐ ☐ ☐ ☒

There are no design features of the RTC project that would increase hazards or create an incompatible use with transportation or traffic. The on-site circulation was evaluated in terms of vehicle-pedestrian conflicts and the overall layout, the dedicated bus access road along 208th Street, the parking lot access point along 208th Street and the center driveway along Crenshaw Boulevard, were determined to not create significant vehicle-pedestrian conflict points and the roadway throat lengths are sufficient such that access to driveways is not impacted by internal vehicle queuing/stacking. Project traffic is not anticipated to cause significant queuing/stacking at the Project access. The on-site circulation was also deemed acceptable based on review of the proposed site plan. The alignment, spacing and throat length of the Project accesses was also deemed adequate. Turning movements into and out of the Project site at the Project accesses are anticipated to operate at an acceptable service levels. The proposed throat length at the Project accesses is sufficient for storing potential queuing vehicles. As such, motorists entering and exiting the project site from this driveway will be able to do so comfortably, safely, and without undue congestion, according to the Traffic Impact Analysis.

Passenger Car and Bus-40 Turning Movement Analysis for the Project access points was completed utilizing the Turning Vehicle Templates, developed by Jack E. Leisch & Associates, and AutoTURN for AutoCAD computer software that simulates turning maneuvers for various types of vehicles. These "tools" were utilized to ensure that passenger cars and buses could properly access the site from Crenshaw Boulevard and 208th Street and circulate the Project site. As illustrated in Figure 10-1, the Traffic Impact Analysis determined that curb return radii are adequate for passenger cars and buses. Vehicle turning templates ASSHTO PM, and BUS-40 were utilized in this evaluation. Therefore, no impacts related to hazards due to design features would occur and no mitigation measures would be required.

(e) Result in inadequate emergency access? 8. ☐ ☐ ☒ ☐

As discussed above, the City would develop new points of access directly from both Crenshaw Boulevard and 208th Street. In addition to these access points, emergency response units would also have access to the dedicated bus roadway along 208th Street, as well as an emergency only gate ay the southern terminus of the RTC project site, along Crenshaw Boulevard. This new emergency access point to the RTC bus terminal would also serve as an additional, more direct emergency egress route for Bus lines within the bus terminal during an emergency event that would require evacuation of bus lines from the terminal area. Therefore, impacts related to emergency access would be considered less than significant. No mitigation measures would be required.

(f) Result in inadequate parking capacity? 8. ☐ ☐ ☐ ☒

The RTC project would provide a total of 251 parking spaces to support the alternative transportation policies that presently exist in the region, such as bus use but also allow for ridesharing activities such as carpooling and vanpooling. Multiple pedestrian connections points have been incorporated to all for full walking access to and throughout the site, in addition to 20 bicycle parking capability to reduce potential demand on vehicle parking infrastructure. On-site ancillary commercial services are for added convenience and are not likely to generate a large demand of non RTC related trips individually or cumulatively. Lastly, the RTC project has incorporated into the preliminary design the provision of a "kiss-n-ride" lane to allow for drop-off and pick-ups adjacent to RTC entrance and reduce the demand for available parking spaces. Therefore, no impacts related to inadequate parking capacity would occur and no mitigation measures would be required.

(g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? 8 ☐ ☐ ☐ ☒

The RTC project would not conflict with policies, plans, or programs supporting alternative transportation, e.g., bicycles, buses, carpools, vanpools, ridesharing, walking, etc. By reestablishing a central bus terminal, the RTC project would provide greater access to alternative transportation facilities with on-site park and ride amenities, bicycle racks and on-site ancillary commercial services for added convenience. The RTC has also designed the install of 6 Level II charging stations to further promote low or Zero-emission vehicle trips. Therefore, no impacts related to alternative transportation would occur and no mitigation measures would be required.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

(a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	12	☐	☐	☒	☐

The Public Works Department of the City of Torrance maintains local sewer and storm drainage systems. The Sanitation Districts of Los Angeles County (LACSD) is the regional agency responsible for the collection and treatment of wastewater. Torrance lies within Sanitation District No. 5 and 30. The nearest wastewater treatment facility to Torrance is the Joint Water Pollution Control Plant (JWPCP) in Carson. Per the Torrance General Plan (2010), Torrance maintains 287 miles of sewer lines and 9 lift station.

As previously mentioned, the site was previously developed with industrial uses that were supported by the existing public infrastructure. The RTC project would connect to an existing sewer line in Crenshaw Boulevard via a new 6-inch sewer line. Also, no increases in population would result from the RTC project. The existing sewer system could accommodate the wastewater flow generated by the RTC project and is not expected to exceed wastewater treatment requirements pursuant to the RWQCB as overseen by the Los Angeles County Sanitation Districts. Therefore, impacts to wastewater treatment requirements would be considered less than significant. No mitigation measures would be required.

(b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	12	☐	☐	☒	☐

The Torrance Municipal Water Department (TMWD) and the Rancho Dominguez and Hermosa-Redondo Districts of the California Water Service Company (CWS) provide potable water to the City of Torrance (City of Torrance 2009). The project site is within the service area of the TMWD. In 2005, TMWD received approximately 65 percent of its total water supply from the Metropolitan Water District of Southern California and 35 percent from local supplies. Local supplies include groundwater, desalinated groundwater, and recycles water. According to the Torrance General Plan (2010), the TMWD obtains imported water from two sources: the State Water Project that conveys water from northern California and the Colorado River.

TMWD forecasts that in normal water years it will have a surplus of water supplies over demands ranging from about 6,100 acre- feet per year (afy) in 2010 to 2,960 afy in 2030. Projections of supplies of and demands for TMWD water in single dry year conditions and multiple dry year conditions are in TMWD's Urban Water Management Plan (UWMP). In single dry year conditions between 2010 and 2030, TMWD would have sufficient water supplies to meet water demands that would be generated by development according to the General Plan update (City of Torrance 2009). For multiple dry year conditions, five sequences of five years each were evaluated, for a total of 25 years. For only three of those years (2025, 2028, and 2030) would the surplus of TMWD supplies over anticipated demands be less than the forecast increase in water demand that would result from development in conformance with the Torrance General Plan (2010). The surplus in 2025 would be 2,550 acre feet per year (afy), 1,500 afy in 2028 and 1,330 afy in 2030.

Buildout according to the General Plan would result in an increase in wastewater generation of about 1,856,638 gallons per day (gpd) compared to current conditions. Wastewater generated in the City is transported to the Joint Water Pollution Control Plant (JWPCP) in Carson, which has current wastewater flows of about 320 million gallons per day (mgd), a maximum design flow of 385 mgd (431,255 afy), and a maximum design peak flow of 540 mgd (604,878 afy). The design capacity of the JWPCP is thus about 65 mgd greater than the facility's current wastewater flows. There is sufficient wastewater treatment capacity in the region for the increase in wastewater that would be generated by the General Plan's buildout projections.

The Torrance General Plan (2010) anticipated that existing water and wastewater treatment facilities would meet needs of the General Plan's buildout projections. RTC project would result in a minimal increase in the need for water or wastewater treatment services as compared to currently undeveloped parcel, as the RTC project is proposing beyond code required landscape design and internal fixture devices. In addition, the site was previously developed with industrial uses that were supported by the existing public. Also, no increases in population would result from the RTC project. No meaningful increase in new water or sanitary sewage infrastructure is expected to the existing water and wastewater systems. Therefore, impacts to water or wastewater systems would be considered less than significant. No mitigation measures would be required.

(c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	12	☐	☐	☒	☐

The RTC project would result in an increase in impervious surfaces at the RTC project site from the existing conditions because new structures and site improvements, such as a bus terminal, parking and on-site circulation roadways, would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased stormwater flow from the RTC project site and convey it via an existing 14-inch storm drain line located at the southeast area of the site to the existing Los Angeles County 72-inch storm drain line in Crenshaw Boulevard, at Dominguez Street. Sufficient Capacity exists in the County line to accept a 10-year storm event via the existing 14-inch line. The inclusion of a 3900 cubic foot on-site subsurface detention system, will retain the difference between a 10-year and a 50-year storm event and will drain within 72 hours via either infiltration, usage in landscape irrigation or low flow device. Run-off from the parking lot will be diverted to landscaped areas and surface detention basins then discharged via parkway drain to the proposed 208th Street extension. No additional new public stormwater drainage facilities, or the expansion of existing facilities, would be required. Therefore, impacts to stormwater drainage facilities would be considered less than significant. No mitigation measures would be required.

(d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	10	☐	☐	☒	☐

The RTC project's emphasis on sustainable water fixture and landscape design avoid a substantial increase in demand for water resources. The landscape design for the project has been designed to limit the need for potable water irrigation and approximately 2-acres are proposed to be preserved for the Southern Tarplant Habitat creation project. The restoration project plans to use only rain water once the restoration project has been successfully established and use potable water sources only under the direction of CDFW to aid with establishment efforts. The transit center facilities will be required to comply with the California Building Code (2010) and the project has identified a goal of achieving LEED-Gold, reducing water consumption by 34% over local codes. As indicated in 17b, existing water resources are adequate to serve the RTC project and would not need to be expanded to serve the project. Therefore, impacts to water supplies would be considered less than significant. No mitigation measures would be required.

(e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	10	☐	☐	☒	☐

The RTC project would not generate a substantial increase in wastewater over current conditions. Any increase in sanitary sewage to the existing sewage system would be minimal. As indicated in 17b, the existing system would have adequate capacity to serve the RTC project. Therefore, impacts to wastewater treatment capacity would be considered less than significant. No mitigation measures would be required.

(f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		☐	☐	☒	☐

The City of Torrance Sanitation Division handles residential and public facility refuse and recycling collection. The City administers recycling efforts, including residential curbside recycling for single-family homes and duplexes, educational programs in elementary and middle schools, and providing recycling containers at city parks and special events. Over 25 private refuse haulers provide recycling and refuse service to the commercial and multifamily sector, and are required to divert 50 percent of their tonnage annually. Torrance also enforces an ordinance that requires all demolition, construction, and remodeling projects valued over $100,000 to recycle or reuse at least 50 percent of materials that leave the project site.

Construction of the RTC project would require some excavation and would require the removal of some site debris left from the previous structure (such as some partial footing forms and rebar of the former structure), which would generate limited solid waste. However, the City of Torrance requires that all construction projects valued at $100,000 or more recycle or reuse at least fifty percent of the materials that leave a project site. As such, the preparation of a Waste Management Plan (WMP) form, as part of the permit process for the RTC project, would be required. This would help reduce the amount of solid waste generated during project construction. Operation of the RTC project is expected to generate a minimal amount of solid waste. The RTC project will be serviced by the Torrance Public Works Department Sanitation Division and will be required to provide separate receptacles for trash, recycling and yard waste produced at/from the site. Therefore, impacts to the permitted capacity at local landfills would be considered less than significant. No mitigation measures would be required.

(g)	Comply with federal, state, and local statutes and regulations related to solid waste?		☐	☐	☐	☒

The RTC project would comply with all federal, state, and local statutes and regulations related to solid waste for both construction and operation. In addition, a WMP would be prepared in order to recycle or reuse at least fifty percent of the materials that leave the RTC project site. Therefore, no impacts to regulations related to solid waste would occur and no mitigation measures would be required.

18. MANDATORY FINDINGS OF SIGNIFICANCE:

(a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	1,2,5.	☐	☒	☐	☐

As described in the analysis above, construction of the RTC project has the potential to result in significant impacts to the southern tarplant and nesting birds through the grading of the site and the removal of trees, and to buried paleontological/archaeological resources during grading activities. However, any significant adverse impacts would be reduced to less than significant with the incorporation of the identified mitigation measures (i.e., CR-1, CR-2, CR-3. BIO-1, BIO-3). Therefore, with the incorporation of mitigation measures, the RTC project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of major periods of California history or prehistory.

(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	4.	☐	☐	☒	☐

The RTC project would not result in significant impacts that cannot be mitigated to a level that is less than significant. The analysis above has determined that the RTC project would not have any individually or cumulatively considerable impacts. The RTC project is intended to assist in reducing single-occupied vehicle trip ends in the region by providing a regional mass transit hub and park and ride facility. The Air Quality and Climate Change Assessment concluded that the RTC project is likely to reduce GHGs by promoting ride-sharing and mass transit use. As such, the RTC project is not anticipated to result in cumulative impacts.

(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	4,6,7, 8.	☐	☒	☐	☐

As described in the analysis, above, construction and operation of the RTC project would not cause substantial adverse effects on human beings, either directly or indirectly. The impacts that the RTC project could have on human beings have been reduced to below a level of significance with the incorporation of mitigation measures (i.e. HM-1).

19. EARLIER ANALYSIS:

1. This Initial Study incorporates information contained in the City of Torrance General Plan (2010) and General Plan EIR (2009).

20. SOURCE REFERENCES:

1. City of Torrance General Plan, Chapter 3: Community Resources Element (April 6, 2010)
2. State of California Department of Conservation, Farmland Mapping & Monitoring Program & Williamson Act Program http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx, and http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx
3. City of Torrance Zoning Map
4. Air Quality and Climate Change Assessment for the RTC Project, MIG, January 2014.
5. Biology Resources Report for the RTC Project, Helix Environmental Planning, November 2014.
6. City of Torrance General Plan, Chapter 4: Safety Element, April 2010.
7. Noise and Vibration Study for the RTC Project, Wieland Acoustics, January 2014.
8. Traffic Impact Analysis Report for the RTC Project, Linscott, Law & Greenspan, Engineers, April 2013.
9. City of Torrance General Plan, Chapter 1: Land Use Element, April 2010.
10. Project Site Plan, Floor Plans and Elevations
11. Final Site-Wide Soil and Groundwater Investigation Report, EarthTech AECOM, November 2009
12. Hydrology and Hydraulics Report, PSOMAS, July 2014

21. ATTACHMENTS:

1. Project RTC Site Plan, Floor Plans and Elevations
2. Air Quality and Climate Change Assessment for the RTC Project, MIG, January 2014
3. Noise and Vibration Study for the RTC Project, Wieland Acoustics, January 2014
4. Biology Resources Report for the RTC Project, Helix Environmental Planning, November 2014
5. Traffic Impact Analysis Report for the RTC Project, Linscott, Law & Greenspan, Engineers, April 2013